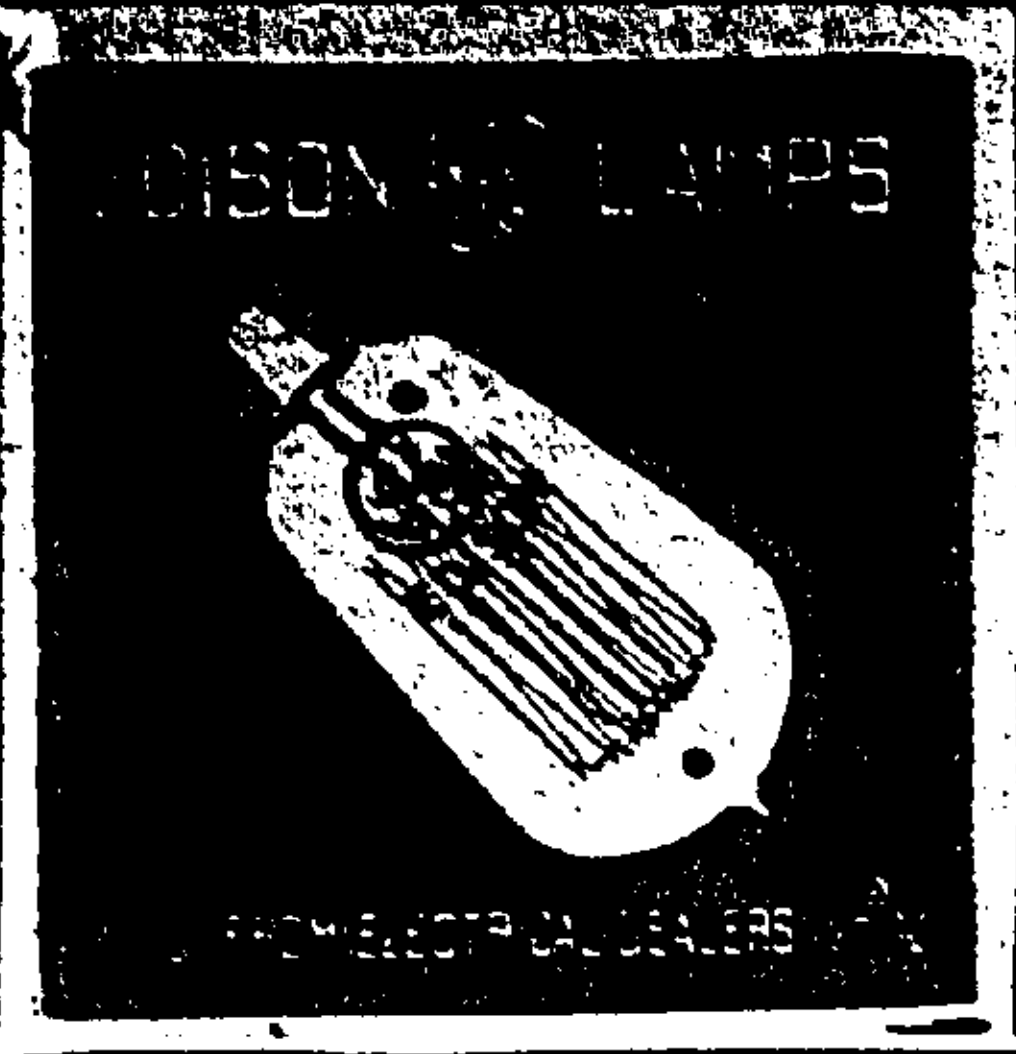


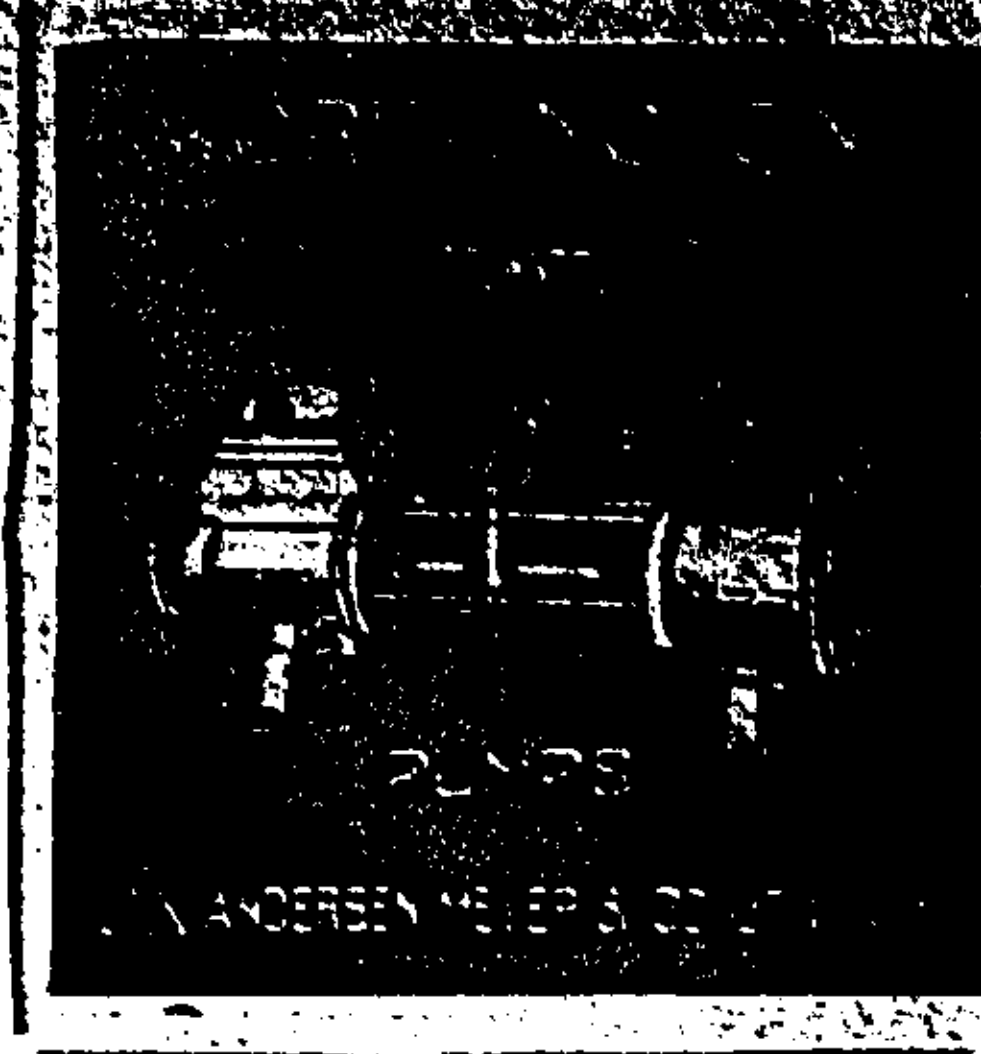


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REUTER'S TELEGRAMS.

THE COAL CRISIS.

MINERS' CONFERENCE EXPONES STRIKE PROGRAMME.

London, September 21. The brief official report of the Miners' Conference is obscure, but it is understood to mean that the Conference endorsed the Executive's strike programme. The delegates of the Railwaymen's Union held a prolonged Conference to consider the threatened miners' strike, but no statement regarding their decisions has been issued.

TRANSPORT WORKERS SUPPORT MINERS.

London, September 21. A special General Council meeting of the National Federation of Transport Workers, after an exhaustive discussion, unanimously passed a resolution endorsing the Executive Committee's action in expressing approval of the right and justice of the miners' claim, and authorising a continuation of the consultations through the Triple Alliance. The meeting also instructed the Executive Committee to recall the Special Council meeting to report and recommend any action they deem advisable.

BACKING FOR EXECUTIVE COMMITTEE.

London, September 21. The Miners' Conference has approved the Executive Committee's report.

STRIKE NEXT SATURDAY?

London, September 21. It is stated that Mr. Smillie informed the National Conference of miners' delegates in London to-day that the Executive Council had decided that nothing had emerged during the negotiations with the Government justifying a prevention of the strike on the 25th instant.

AMERICAN SHIPPING.

NEW SERVICES PROPOSED.

London, September 21. The Times correspondent at New York says that the United States Shipping Board has been asked to approve an agreement between the United States Mail Steamship Company and the North American Lloyd similar to the recent agreement between the Harriman Group and the Hamburg-America Line. The Mail Steamship Company has recently acquired a fleet of thirteen ex-German and ex-Austrian liners from the Shipping Board and it plans to run services from New York to Queenstown, Cherbourg and Bremen, returning from Cherbourg and Southampton; also services from New York to Dover and Danzig and from Boston to Queenstown, Cherbourg and Bremen. It will be a powerful competitor to the Harriman-Hamburg-America combination, and also to British shipping.

PRESIDENT WILSON AND THE "JONES" ACT.

Washington, September 21. It is understood that President Wilson has delayed denouncing the Commercial Treaties under the Merchant Marine Act affecting a score of countries, in order to allow Congress to reconsider the law, when it re-assembles in October. The time for announcing a denouncement of the Treaties expired on September 4.

MORE TROUBLE IN IRELAND.

NIGHT OF TERROR AT SEASIDE VILLAGE.

London, September 21. Men, women and children, wheeling their belongings in perambulators, are fleeing from the seaside village of Balbriggan, the famous hosiery centre, in consequence of serious disturbances throughout the night, arising from the shooting of the Head Constable, Mr. Burke. It is alleged that the auxiliary police carried out reprisals and subjected the village to a night of terror. They burned down an extensive new factory, incidentally belonging to an English firm, and destroyed a whole street inhabited by workingfolk. Two civilians were killed and several wounded, including some refugees who sustained bleeding hands and faces from flying glass and debris.

THIRTY HOUSES BURNED.

Later. Altogether about thirty houses and shops, besides the factory, were burned at Balbriggan last night. Fresh police drove through the town in lorries this afternoon, discharging rifles and throwing bombs, but there were no casualties.

UNDER BELGIAN RULE.

PEOPLE WHO DON'T LIKE GERMANY.

London, September 21. The Times correspondent at Brussels says flags are flying from the public buildings in the territories of Eupen and Malmédy in celebration of the Council of the League of Nations' decision to place them under Belgian sovereignty. The Belgian Prime Minister has issued a proclamation of welcome.

Eupen and Malmédy were renounced by Germany to Belgium under the Peace Treaty, subject to confirmation by a plebiscite. From 34,000 inhabitants, only 250 declared their preference for German rule.

EMPIRE COMMERCIAL CONGRESS.

STANDARD VALUES FOR IMPORTS AND EXPORTS.

London, September 21. The ninth Congress of Chambers of Commerce of the Empire has begun its sittings at Toronto under the Presidency of Lord Deaborough. Delegates were present from many parts. The Congress decided on the establishment of a permanent Bureau to standardize information on the Dominions' and Colonial methods of valuing imports and exports.

SIAMESE PRINCE IN ENGLAND.

London, September 21. Prince Purachatra of Siam is touring the industrial centres of the north of England as the guest of the Lord Mayor.

REUTER'S TELEGRAMS.

FRENCH PRESIDENT'S RESIGNATION.

SOCIALISTS REFUSE TO STAND UP.

Paris, September 21. The public galleries of the Chamber were crowded to hear President Deschanel's message of resignation. When the President of the Chamber began reading the message, everyone rose, with the exception of the extreme Socialists, and there was some shouting of "Stand Up!", but the Socialists remained firm and the hubbub soon subsided. The surprise of the day came when the message was finished. Everyone expected that M. Millerand would proceed to the Tribunes, and organised demonstrations were about to break out, but suddenly the Premier was seen in the front row, and it was then realised that the Premier had cleverly avoided anything which might have given the proceedings the character of a coup d'etat. M. Millerand only said a few words of sympathy on behalf of the Government and sat down amidst loud cheers.

TEXT OF THE MESSAGE.

Paris, September 21. The message from President Deschanel resigning the Presidency was read simultaneously in the Chamber and the Senate to-day. The ceremony lasted half an hour.

The message says: "My state of health no longer allows me to assume the high functions with which your confidence invested me, and the absolute necessity which is imposed upon me to take a complete rest renders it my duty no longer to delay informing you that the decision which I have been compelled to take is infinitely painful, and it is with deep heart pangs that I renounce the noble task of which you judged me worthy."

The President of the Chamber expressed the Chamber's sympathy with M. Deschanel, to which M. Millerand associated the sympathy of the Government.

The Chamber and Senate met at Versailles on Thursday for the election of a new President.

POST FOR M. POINCARÉ.

Paris, September 19. From the newspapers' comments the fact is emerging that M. Millerand's candidacy is gaining strength, as it also is in political circles. Newspapers believe that M. Millerand will eventually yield to such a powerful current. It is said that M. Briand is likely to succeed M. Millerand as Premier and that ex-President Poincaré might well accept the Finance Department in the new Cabinet.

M. MILLERAND'S POPULARITY.

Paris, September 18. New efforts are to be made to induce M. Millerand to stand as candidate. His acceptance would certainly be welcome in most political circles and have the almost unanimous support of public opinion.

NATIONAL ASSEMBLY MEETING.

Paris, September 18. The convocation of the National Assembly has been fixed for Thursday, the 23rd inst., at 4 o'clock.

M. DESCHANEL SAID TO BE WORSE.

Paris, September 21. Le Journal states that M. Deschanel is confined to his chamber. It is persistently rumoured at Rambouillet, where he is staying, that his condition is worse. Rigorous precautions are taken to prevent the approach of visitors.

FRANCE, ITALY AND BRITAIN.

AN INTIMATE ALLIANCE NEEDED.

Paris, September 21. Answering M. Millerand's and Signor Giolitti's joint telegram at the conclusion of the Aix les Bains Conference, Mr. Lloyd George stated that he shares absolutely the conviction that a most intimate entente between France, Italy and Great Britain is essential for the settlement of European problems and the maintenance of peace.

NO HOUSES.

Stockholm, September 20. Owing to the great shortage of houses, thousands of homeless people are taking refuge in old schools and workhouses.

BELGIAN MAJESTIES IN BRAZIL.

Rio de Janeiro, September 20. Their Majesties the King and Queen of Belgium have arrived and been given a cordial reception.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

BOLSHEVIKS IN BOKHARA.

Singapore, September 22. Calcutta wires report that Bolshevik troops are pouring into Bokhara and the merchants are fleeing. The Emir is asking aid from Afghanistan.

AN OLD SERVANT.

Singapore, September 22. Mr. Middleton, for 27 years Municipal Health Officer, is retiring. The Commission is voting him \$20,000.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, September 22. A circular notification has been issued by Tang Chi-yao and Li Lit-chuen declaring that as there is no Parliament and the Military Government in Canton cannot be considered as the representative of the Law Protecting Government, no peace should be negotiated.

The Ministry of Communication proposes to construct a general railway station in Peking for Fengtien, Hankow and Shue Yuen trains, and also build a bridge spanning the Whang Ho in connection with the Peking-Hankow Railway.

Li Han-chi, Treasurer of Yunnan, has been elected to the National Assembly.

SERVICE NOTES.

A recent Army Order provides for the substitution of a system of army numbers in place of regimental numbers. From the date of this Order Army numbers will be allowed on one continuous series, as under:—

- To all soldiers serving in the Army and the Territorial Force, with the exception of the Labour Corps.
- To all soldiers serving in the Army Reserve.
- To all recruits who may in future enlist into the Regular Army, the Militia, Special Reserve and the Territorial Force.
- To all men who may re-enlist, who had not been previously allotted an army number.
- To all soldiers who may be transferred from the Royal Marines.
- To all deserters who may rejoin, and who have not already been allotted an army number.

A soldier will retain the army number originally allotted to him throughout his service, irrespective of whether he may subsequently be posted within a corps or transferred to another corps. An ex-soldier who may re-enlist will resume the army number which he previously bore.

The allotment of blocks of numbers as far as affects the units of the local garrison are as under:—

	From	To
R.A.S.C.	1	294,000
R.G.A.	1,000,001	1,842,000
R.E.	1,842,001	2,303,000
Wills Rgt.	2,303,001	2,608,000
R.A.M.C.	2,608,001	2,739,000
R.A.O.C.	2,739,001	2,754,000
R.A.P.C.	2,754,001	2,767,000
M.P.S.C.	2,767,001	2,771,000
A. Educ.	2,771,001	2,773,000
C.M.A.	2,773,001	2,777,000

A recent Army Order, orders the discontinuance of the grant of allowances to officers for the purchase of special outfit on proceeding to various parts of the world.

Regular officers posted for duty abroad will therefore, not be eligible for these allowances after the date of this Order.

The case of any officer, other than a regular officer, posted for duty abroad after the date of this Order may be referred to the War Office for decision whether any special allowance is issuable.

The Army Council has decided that when soldiers employed as tailors, who are in receipt of tradesmen's rate of pay, cease to be so employed in order to undergo a course of tailoring at the Royal Army Clothing Factory, they will revert to normal rates of pay. They will, however, be entitled to resume tradesmen's rate when they are again employed as tailors.

This decision will not have retrospective effect in the case of any tailors who may, previously to the date of this instruction, have continued in receipt of their tradesmen's rates of pay whilst undergoing the course referred to.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.30 p.m. to-day:—

Typhoon in about Long. 126, Lat. 13, moving N.N.W.
Typhoon in about Long. 137, Lat. 14, moving West.

On arrival here yesterday from Iloilo, Captain Mathias of the Hanyang reported to the Harbour Office that the American steamer Nipic was sighted towing to Hongkong the s.s. Montrose. To-day the Harbour Master received a wireless saying that the Montrose was four miles N.E. from Wai-ling lighthouse, being towed by the tugboat "The Star". The Montrose was a small steamer, and was carrying a cargo of sugar.

ROSEMARY AND RUE.

(BY "TONY.")

AUTUMN.

There is an indefinable change in the atmosphere. Already the early mornings have a freshness that braces one and dispels the languor of summer. There is a smoky faint in the air which is peculiar to autumn. One misses the fragrance of the drying vegetation of other countries; but China has its own special autumn feeling, and a pleasant one it is after the baths of perspiration which the humid summer gave us. Soon we shall don our tweeds and furs; we shall cluster in groups around the fire at home or at the club or wherever circumstances or inclination take us. In every clime the fires attract us: the camp fires of Canada and Australia; the now dim and distant braziers in the trenches; the home fires; all have an effect on our yearning faculties in much the same way that a poet has with a bowl. And so, even though there is still a slight clamminess in the atmosphere, we begin to look forward to the season of fires and the alluring evenings which seem to come naturally with them. We shall miss the glories of sea bathing, but we love the social amenities which the benevolence of autumn and winter bring to us.

THE STAGE.

In cosmopolitan Hongkong you need never be at a loss for amusement. Even though no plays are available at the theatre, no balls or dances are taking place, and there is a slump in the entertainment market, you need never lack amusement if you care to take the trouble to search for it. Little comedies abound at every turn. Quaint costumes and quaint faces startle the eye and stimulate your risible faculties. If you possess the slightest power of observation many unconscious actors of all creeds and colour perform for your edification. The acts and scenes are too many to be enumerated; but go out into the crowded thoroughfares, go into the byways and rub shoulders with the heterogeneous masses of this oriental city and seek for yourself, and you will surely find and enjoy them.

THE LIMIT.

He boarded a tramcar near the Sincere emporium. He was oriental and important and obviously prosperous. It was difficult to see how he could be otherwise. For, to all appearances, he was a cross between a Chinese and a Jew. Surely the happiest combination for the accumulation of wealth! His large predatory nose surmounted a waxed moustache, and his little eyes glittered with the shrewdness of a Wall Street broker at his best. He gave the impression of being competent to do business with a confidence man and skinning him clean without his knowledge. I send my supplications to all the little gods of fortune that I may be spared the necessity of ever doing a business deal with him.

THE MASQUERADE.

Are we losing the respect of the Chinese? Almost everywhere one sees the insolent grin or sullen scowl, whereas only a short time ago it was so different. This declaration may possibly raise a protest from some who mingle with us commercially or otherwise. But the fact remains. There is something tensely and radically wrong to-day. It has been theorized that Bolshevik propaganda has been freely distributed and has left its natural effects. But I am inclined to believe it is entirely our own fault. Familiarity breeds contempt, and it is probably that which has bred the spirit of insolence that seems so prevalent now. When journalists jealously jibe at their own kind and ponder to the Asiatic telling him what a good fellow he is, the latter really believes that which he reads that the Britisher is several parts of a fool. As a result, he is likely to be over the yellow sheets that cover his mind. The average Chinese

and conventional to resent the covert insult, the brushing aside of women and lack of courtesy. Sometimes the more primitive and unconvictional sailor administrators punishment to an insolent offender by a judicious application of fistic medicine and the result is extremely satisfactory to the sailor. We have made the mistake of being too generous—too familiar. Rarely is generosity paid in kind. If you make an enemy of a man, in nine cases out of ten you will find that he is under an obligation to you and resents it. The fundamental principle of human nature is to fight for possession, but when a thing is gained without striving its value ceases. So it is with life generally. We cheapen real friendship and love by substituting quasi-equality and brotherhood (?) That is the defect. This formula is the cause: lack of dignity + familiarity = contempt.

In one of our hotels, a gentleman visitor once opened the wrong door and walked into what he thought was his own room. A lady, in a state of extreme dishabille, was standing before a wardrobe mirror. He was about to blurt out an embarrassed apology when the lady turned her head and saw him.

"Oh," she said. "I thought it was the boy."

Yes. Familiarity breeds contempt. It may sound logical, but it is none the less logical, that the universal brotherhood-love business is a sham. And nowhere is it more apparent than in China. If we are honest we must confess that in every class love is manifest only in a man's own self or his family. Outside that he does not care a machine gun jam. And the fostering of this quasi-equality, which we do not believe in, is pure hypocrisy and, like all masquerading, must sooner or later be subject to exposure.

CURSORY RHYMES.

Sing a song of strikers with pockets full of notes.
All the little miners are putting down their tools.
And packing up their luncheon gear and putting on their coats.
But soon they won't have any fires to warm themselves—the fools.

Pussyfoot, Pussyfoot, where have you been?
You'll get prohibition, when the moon turns green.
If you think that old Britain's a home for your kittens.
They'll get such a "stomping" that never was seen.

Ride a cock horse around Charing Cross.
And you'll see Winston holding his military horse.
It bites all his fingers and treads on his toes.
For attempting to change Tommy Atkins' clothes.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 5d.

THE WEATHER.

2 p.m. Barometer—29.80. Temperature—84. Humidity—75.

DON'T FORGET.

TO-DAY.

Theatre Royal—Bandman Company present "The Yellow Ticker"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.
Theatre Royal—5.15 and 9.15 p.m.

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AGENTS.

THE SIX MILLION.

IF EX-SERVICE MEN
WERE UNITED.

Writing in the *Daily Chronicle*, Mr. R. A. Scott-James says:—
Many ex-Servicemen must have marvelled when they heard that representatives of three millions of their kind had met recently and decided to form a single association to unite all who have served in the war—officers, N.C.O.'s, and men. I should like to know how many of those three millions knew that they were being represented there that day, or how many of them even realised that they were already regarded as active members of an existing federation, union, association, or whatever their particular society may have called itself.

For in some strange, esoteric manner a whole crop of such unions came into being shortly after the armistice—in one case, I believe, even before the armistice. In some fashion or another, he knew not how, the demobilised man found that he was enrolled among the Comrades of the Great War, or that he belonged to the Discharged and Demobilised Sailors and Soldiers Association, or the National Association of Ex-Servicemen.

ENROLLING THE EX-SOLDIERS.

I do not know whether each society, as it nobbled its man, explained to him its relative merits and advantages. If you join this you will be able to fight your battles over again in jolly companionship; if you join that you can fight the social battles of the unemployed ex-soldier and the disabled; if you join the other you can use your military experience to protect against war, and to secure the dictatorship of the proletariat.

I do not know whether these and similar points were carefully explained to the captured member. He was enrolled, and elderly men went about and spoke in his name on platforms or, what was much more to the point, dances were got up in his name, and all the pretty girls of the neighbourhood responded to the call of patriotism *cum* pleasure. There seemed to be something in that! But on the whole one missed the authentic note of the ex-Serviceman. It was the men with a grievance who were most in evidence—as was natural—the men whose pensions were delayed or denied, the men who were out of work, the men who thought that women had supplanted them, the men who were ostracised by the trade unions.

Heaven knows these men deserved all the attention they got; but the attention which was enlisted in their behalf was often focussed upon some other object, which had nothing to do with them, which was somebody else's axe; and their real grievance had been vulgarised and dragged in the dust to serve someone else's propaganda.

THE AUTHENTIC VOICE.
No, that is not the authentic voice of the ex-Serviceman. We have heard that voice before, and it was different.

How different is clear to all who remember his long patience, his enduring cheerfulness, his humorous acceptance of discipline, his companionability in discomfort, his amiable grumbling, his fidelity to a hundred qualities which endeared the soldier to the French and Belgian peasants he had to live with.

His voice, here in England, was silent for five years. You could hear it in the camps, or on the rear march, or in the dug-outs; but only a distant and transformed echo of it was heard on this side of the Channel. His letters were censored, and he was always "in the pink" to cheer the folk at home; he could not make speeches, or write articles, or let the world know what he was thinking. He was vocal among his fellows, but he was dumb to the outside world.

From far off he heard the lift of the people of England, as it was expressed by politicians, by trade unionists, by all our public men. And to him the noise of it sounded dim and unreal. He was living another life, in a society of men like himself bound together in the common effort to make the best of a grubby routine of working, eating, fighting and carrying on. He was developing new social manners of his own, a morality of his own, a new kind of civility and tolerance, and habits intelligible to Mrs. Grundy, but not necessarily the worse for that. Civilian England was developing in one way; he, in his long journey, was travelling on an

COMBINE OF 6,000 THEATRES.

STORY OF "AN EMPIRE
SCHEME."

Mystery surrounds a project announced recently for a huge combine involving thousands of theatres in the Empire.

It was reported that the organisation would actually own 1,300 theatres, and the bookings of between 5,000 and 6,000.

News of the scheme was sent to London by a Reuter cable from Montreal, which stated that Mr. George Driscoll, vice-president of the Trans-Canada Theatres, Limited, had announced that plans were on foot for the organisation of the legitimate theatre interests of the Empire. According to him, the proposed combine will include all theatre-owners and administrators in England, under Sir Alfred Butt, as well as those in Canada, New Zealand, and South Africa.

"ALL IN THE AIR."

A *Daily Chronicle* representative found that among those associated with Sir Alfred Butt's interest, the possibility of any such scheme was discounted. Sir Alfred is out of town, but his representative said—the cabled message was the first he had heard of the matter.

"If there is anything in the Montreal message at all," it was added, "the business must at present be all in the air."

The possibility of uniting even London proprietors and promoters in any combination is held to be almost impossible, and it is pointed out that at this moment they are divided upon the question of German plays.

Mr. H. M. Tennant of Moss Empires, Limited, declared: "It is an absolute surprise to us, and sounds too big to be true."

Among representatives of the rank and file of performers the possibility of such a combine was regarded with something like dismay.

NO "LOAFING."

M.P.'S' CHALLENGE TO
GENERAL BOOTH.

General Booth's declaration that he perceived the spread of the "loafing spirit" among workmen, and his opinion that Labour leaders should be forewarned against "the new doctrines of loafing," has stirred up some of the said "leaders."

Mr. J. O'Grady, M.P., the secretary of the National Federation of General Workers, says that General Booth knows nothing whatever about it.

"What first hand information has he about present conditions in workshops and factories and dockyards? None at all," declared Mr. O'Grady. "It is no use the academic mind butting in with these foggy generalisations. I would refer General Booth to the facts."

"I do not know whether there is a loafing spirit in other parts of the world, but in this country quite the contrary is the case. We can prove it over and over again."

"In the chemical industry, flour-milling, engineering shipbuilding, tanning—I could name half-a-dozen great national industries for which we have recorded the facts—output has actually increased among unskilled and semi-skilled as well as skilled labour. In some cases hours of labour have been reduced from 63 to 43 per week, but still the total week's output has shown an increase."

other road. And I see no sign that those roads have met.

THE HABIT OF SILENCE.

The Serviceman has come home, and become an ex-Serviceman. His comrades are scattered to the four winds of heaven, and he is dumped down in a factory, or on a farm, or in an office. He is surrounded by folk who have gone the other way. In this half-forgotten life to which he has been re-adjusting himself they are the arbiters; it is they who are the experts; they who set the tone. It is not he who is elected to office in the trade unions; the others hold the reins in their hands. It is not he who raises the new war-cries of the nation; he does not control the mechanism of expression.

He was dumb in the war. Silence as to affairs of State, to that higher destiny which controls each unit's movement, had become his habit. He is silent still. He is scattered through all the trades and industries, but

THE PROGRESS OF A NATION.

WHO STANDS TO GAIN MOST
FROM PROSPERITY?

Sir Lynden Macauley, K.B.E., K.C., writes in a Home paper:—
Everyone who troubles to think soon sees that production is an essential condition of progress for workmen, employers, and the nation. The only person who fails to grip this vital truth is the man too lazy to use his brains, who ignorant of his real interests, accepts the specious foolishness of noisy extremists bent on pauperising the workmen, masters and the country for ulterior purposes. "Production," these babbler say, "only means more effort, but no more pay, for the workers, and more profits with less effort for the masters." How palpably untrue it all is!

Production means for the workman better conditions and higher pay. These two things can be secured out of no secret fund, but solely out of the product of industry. Employers, employed, and the public are the three parties concerned in production.

THE WORKERS' GAIN.

To-day there is no danger of over-production; the markets of the world are clamouring for our products; the more produced, the lower the price, the greater the demand on the part of the public, the bigger, therefore, the product of industry and the larger the sum for division between employers and employed.

Economic history clearly proves that the more productive and efficient an industry is, the higher are the wages and the better are the conditions of its workpeople. Recognise these indisputable facts, and output must be conceded and the way smoothed for the introduction of time and labour saving appliances.

Employers, too, must realise, as the best employers do, that increased production is not for their sole benefit. The more articles produced during a working day the greater is the output over which fixed and standing charges are spread, and the less, therefore, the cost of turning out each article. But speeding up output, either in the form of increased effort or more efficient machinery, produces a further profit.

Its division is keenly controversial. It should not be wholly by the employer, nor wholly by the workman; both these extremes, uncommon enough in industry, are wrong.

The fair thing is that it should be equitably divided between employer, employed, and the public, in proportions depending on the circumstances of the industry. If this is done the employer is enabled to bear the capital cost of modernising his factory, and the working cost of reduced working hours and higher wages; the public benefit from the lower price.

The community, above all, benefits from increased output. Restricted production means scarcity; behind scarcity there always stalks the profiteer. Increased production, on the other hand, means plenty; on the heels of plenty there follows quickly an improved standard of life, coupled with a reduced cost of living.

THE HIGHEST FOR SERVICE.

Then, again, it is the balance of what we produce as a nation over what we consume that is alone available for our foreign trade; without our foreign trade we should be bankrupt, and with our present tastes and standards of living unsatisfied, more miserable than the lowest race of savages. Industry alone can lighten the war's legacy of debt, it too provides the sole means to increase the health and happiness of the whole community.

Work ought, therefore, to rank as one of the highest forms of national service. This truth is realised by those in authority in Soviet Russia. There, labour without idling, and work without stint, are extorted under the severest penalty from every citizen; but the results in Russia provide a tragic lesson of the futility of labour without the co-operation of capital, and the association with it of the trained organiser and expert man of business.

His authentic voice is still muffled and indistinct. It is possible that he may make a few unmistakable utterances to the nation, as a result of the free, democratic, representative association foreshadowed, not without optimism, at the recent conference.

NOTICES

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THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.

CARS GARAGED at PRAYA EAST or

WANCHAI - \$20 per month.

THESE PRICES INCLUDE CLEANING AND
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THE KING OF WATER PAINTS

Its Sanitary, washable, and high distasteful qualities make it the ideal wall covering for your home or office.

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Sole Agents
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Large fresh Stock

OF

COCOA NUT OIL SHAMPOO

ALSO SELECTION OF HAT DYES

THE COLONIAL DISPENSARY

14, Queen's Road Central,

Tel. No. 1877

STARVING LORD MAYOR.

PROTESTS AT COURT
MARTIAL.

Writing under date of August 16, the Cork correspondent of the *Daily Chronicle* says:—Dramatic scenes occurred when the Lord Mayor of Cork was tried by court-martial to-day.

The allegations against him were that in his possession had been found a key to a police code and seditious documents pledging the allegiance of the Cork Corporation to Dail Eireann.

Since his arrest he has been on hunger-strike, and, when he appeared in court to-day, he presented a pathetic appearance.

A police inspector said that on a telegraph form in the Lord Mayor's possession was a police numerical code of a message sent from a British admiral to the Inspector-General of the R.I.C. concerning prisoners.

The Lord Mayor: Evidence of the possession of such a code by you is only evidence of criminal conspiracy against the Irish Republic, and you will have to answer to its laws. Therefore, in giving that evidence you indict yourself and not me.

"ACT OF PRESUMPTION."
Answering the President's invitation to plead, the Lord Mayor said: "The position is that I am Lord Mayor of Cork and chief magistrate of that city, and I declare this Court illegal, and all those who take part in it liable to arrest under the laws of the Irish Republic. Without personal disrespect, it is an act of presumption for you to question me."

When found not guilty on one charge and guilty on three others, the Lord Mayor, rising from his seat, declared:—

"I have not taken food since Thursday, and that action will determine the duration of any sentence you may impose; or anything your Government may do. I will be a free man, dead or alive, within one month. Sentence will be promulgated later."

BRAVERY AT SEA.

ENGINEERS AWARDED THE
ALBERT MEDAL.

The King has been pleased to confer the decoration of the Albert Medal upon Mr. David Fraser, chief engineer, and Mr. Aaron Edward Higgins, third engineer, of the steamship *Melville Dollar*, of Vancouver, British Columbia.

On the 27th August 1919, when the steamship *Melville Dollar* was in the North Pacific Ocean, the main steam pipe burst, killing the second engineer and five Chinese firemen. Attempts were immediately made to get down into the engine-room to rescue the injured and to shut off steam from the boilers. Mr. Fraser tried first, but was not able to get beyond the fiddley door, being badly scalded about the arms, throat, and face. The master and mates then fitted up two tarpaulins as wind sails in order to force as much air as possible down the skylights into the engine and boiler rooms.

Meanwhile Mr. Higgins having wrapped himself in coverings as a protection against the still escaping steam, made several attempts to get to the valves, but he was driven back each time, by the high-pressure steam which filled the engine-room. The master then descended with him, and put a bowline around him as a life line, and Mr. Higgins made another attempt, this time reaching the burstpart of the steam pipe, but he became exhausted, and found it impossible to get to the valves, and had to be pulled back by the life line.

It was not until an hour and a half after the explosion that the pressure in the boilers fell sufficiently to permit a descent, when the bodies were raised to the surface, and the steam shut off, which was done by Mr. Higgins. Both officers incurred very considerable risk in rendering the services, as the engine-room was filled with superheated steam, and Fraser had to be removed to hospital on account of his injuries.

NOTICES.

JUST WHAT YOU WERE WAITING FOR REALLY TIP-TOP DANCE RECORDS.

No. 18681 So Long Do-Long Fox Trot Van Epps Trio
Lovely Summertime—Waltz Smith's Orchestra

No. 18682 Hold Me—Medley—Fox Trot Palace Trio
Wondering—Fox Trot SELVIN'S Novelty Orchestra

Don't miss these two records, they are absolutely the latest, and are both tuneful and novel. If you wish to secure them place your order early, we have only a few dozen of each.

Orders will be executed in strict rotation.

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JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.
TEL. 2377 TEL. 2377.

IMPORT ANNOUNCEMENT WHITEAWAY'S

HAVE RECEIVED

THIS SEASON'S SHIPMENT

of the celebrated—All Wool—

"NANSEN" WITNEY BLANKETS

We advise our customers to make their purchases in advance, for last year the whole stock was speedily cleared, and so many were disappointed during the cold season.

Prices this season compare favourably with those ruling last year, as will be seen from the undermentioned list.

No.	Size	Price per pair.
15	80" x 62"	21.50
15a	82" x 62"	23.50
16	82" x 62"	25.00
16a	82" x 64"	27.50
17	82" x 64"	32.50
17	84" x 72"	39.50
13	100" x 80"	37.50
13a	102" x 82"	42.50
15	100" x 82"	39.50
15a	102" x 82"	45.00
17	102" x 84"	49.50

JUST ARRIVED

NEW SEASON'S DOWN QUILTS

A Splendid range of Designs

Single Bed Sizes 6 1/2 x 4 feet Prices \$21.50 \$23.50 \$25.50
Double Bed Sizes 7 x 6 feet Prices \$35.00 \$37.50 \$39.50

Autumn and Winter Novelties
arriving daily

AT

WHITEAWAY'S

THE CASH DRAPEES,
HONGKONG.

BATTLE EXPLOITS.

MEMORIALS ON THE FIELD.

The Battle Exploit Memorials Committee has issued a return of claims for the erection of battle-field memorials. This return shows in tabulated form the unit by which the claim is made, the proposed site for the memorial, with its map reference, the sum of money guaranteed for the erection of the memorial, and whether a design has been submitted. But it is in the columns, numbered 5, 8, and 9 that the most interesting features of the document lie, for in them are enumerated the action or exploit it is sought to commemorate, the remarks of the Historical Section, C.I.D., and some general observations; so that these three columns, apart from their general significance in relation to the remainder of the return, contain in little a narrative of some of the most glorious episodes in the war.

The first claim, listed under the general heading "Belgium," is the list is arranged according to battlefields—refers to the First Battle of Ypres, 1914. The 2nd Division claim a monument at Ghelvelt, and the cost of it had been guaranteed. The claim, it is stated, "may be accepted without hesitation." The design submitted for the memorial is that of a stone monument surmounted by a cross, and arrangements are now being made by the Haut Commissionaire for its erection. The site is on a concrete observation post, and the owner of the village concurs in the proposals. The Division, it is stated, does not wish to join with other claimants for Ghelvelt, and has also claimed Graincourt. This is a reference to the Battle of Cambrai, which was fought in November, 1917. Here again the cost is guaranteed, and a cross on a pedestal is the design. The comment of the Historical Section, C.I.D., is "May be accepted without hesitation. The fight put up is as fine a thing as any unit has done." The owner of the land has offered a site for 1,500ft.

A WINDMILL AT WYTSCHAETE. The changing fortunes of war are reflected in a claim made by the 7th Division for a memorial at Broodseinde Ridge—"claim substantiated," run the remarks: "fine defence in 1914 and successful attack in 1917"—and again by the 38th Division's claim for a memorial at Pihem Ridge—"the 38th Division took part in the third Battle of Ypres and greatly distinguished itself on 31st July, 1917." The place named "Messines" appears in a claim made by the 1st Battalion, London Scottish, and the event of October 31-November 1, 1914, for the commemoration of which they have chosen a site near the remains of a windmill at Wytschaete, is thus recorded: "First occasion in which a Territorial Force infantry unit went into action. The battalion was attacked by very superior numbers, and the resistance of the Cavalry Corps to which the battalion was temporarily attached was a very fine achievement." To a claim by the King's Royal Rifle Corps for a memorial at Hooge is attached the bare comment, "The 60th were frequently in this sector." Those who know Hooge will appreciate the significance of that fact.

Ypres reappears coupled with the name of the 2nd Battalion Seaforth Highlanders, a battalion that "did splendidly in an attempt to retake St. Julien, April 25, 1915, and resisting gas attacks in May. It was again heavily engaged in 1917. A memorial north-east of Ypres would be appropriate." The name of Mons occurs in these packed columns time and again, and when the 2nd Battalion of the Royal Irish Regiment claim a memorial at Mons it is stated of them, "the battalion began and ended the war... on practically the same spot, at Mons."

A BATTALION'S SPECIAL HONOUR. "The claim is as strong as the committee is likely to meet," is said of that put forward by the 2nd Devon for a memorial at Boes Butte for an action fought on May 27, 1918. The battalion was cited in the "Order of the Day" of the Fifth French Army, in which it was serving, and is "likely to go down to history as one of the special achievements of the war." The battalion was entirely destroyed on the date of this exploit, and as a special honour the French Croix de Guerre was conferred on it by the French Government.

A page and a half is devoted to the claims of Dominion and Indian units for memorials in France, and immediately after these comes the story of Gallipoli,

SIR HARRY LAUDER.

NO TALK OF RETIREMENT.

Sir Harry Lauder arrived in London from his world tour recently and left in the evening for his home on the Clyde. Except for a fortnight on his way from America to South Africa he has not been in England since November 1913.

His cheeks have filled out and he has grown very bald. To a Daily Mail reporter who found him at his hotel studying some photographs of the farm stock on his estate at Glenbranter he turned the benevolent gaze of a pair of spectacles and said "Sit down and look here."

The knight of marsh was the sober and deliberate Scottish laird. "Look here," said he "this is my first prize Clydesdale filly at Dunoon show. There are my second prize Highland cattle, and this is my champion black-faced ram. I am putting every penny I earn into the estate to grow mutton and wool and good Scottish beef, and there's nothing better."

"What of the tour, Sir Harry?" "A grand tour, but I am very pleased to be back, for I have never been so long away from home before."

"Someone has said you are going to retire."

Here Sir Harry took off his spectacles and spoke with great emphasis: "Now all this talk of my retiring is a lot of rot. It must have been started by Bolsheviks. They never speak about working, only striking. How could I leave a public whose loving arms are always held out to receive me?"

Sir Harry told a story of an American cinematograph man. "Somebody asked him 'Why don't you put Pickwick on the screen?' So he called up one of his supermen and said 'See here, I want you to go over to London and sit out this chap Pickwick and ask him what he'll take to play. I believe he's a decent fellow.'"

with the names of the 29th and 54th Divisions, the New Zealand Forces, the Indian Army, and others. The 60th Division has chosen a site at Jerusalem, and has secured £1,000 for the erection of a cenotaph there. The claim, it is stated is well justified; the division was heavily engaged in the attack on the Jerusalem defences on December 8, 1917, and was fighting north of the town on the 9th; it was to the General Officer commanding this division that Jerusalem surrendered.

A memorial has already been erected to the 60th Infantry Brigade at Dolzeth, on the Salonika front, in the form of a cairn surmounted by a Lewis gun, and arrangements have been made with the Serbian Government for its permanence. A general memorial to the Salonika force near the city will probably be in the form of a cenotaph, and its erection has been approved. The name of the Indian Army recurs with those of Mesopotamia and East Africa, and the part played by the 7th Division in the final defeat of the Austrian Army it is desired to commemorate on the island of Papadopol. Tanga is the site in East Africa chosen by the East Expeditionary Force.

MONUMENTS IN NINE COUNTRIES. Throughout the return the familiar names follow each other like signposts along the difficult road to victory—Mons, St. Julien, Passchendaele, Trones Wood, Fiers, Neuve Chapelle, Hill 60, Gaza, Doiran, and the rest, and no less familiar than the place names are the titles of the regiments whose valour is to be recorded in a chain of monuments stretching into three continents.

The committee report that 140 claims have been registered in nine different countries. A few of the claims have been withdrawn, and in some cases battalions, brigades, and divisions have decided to combine in a general memorial. A great deal of the money required has been collected, and apparently much care has been taken to examine claims and to decide cases in which there was a clash of interests. In several instances the Imperial War Graves Commission is negotiating with the French Government for their approval in the selection of sites; in others sites have been generously given by French or Belgian owners. An obelisk or a cross is the form of memorial most generally favoured, but that of the 42nd Division at Bucoquoy will be the rebuilding of the crucifix.

OIL FROM COAL.

GERMAN EXPERIMENTS.

Details of Germany's experiments in developing liquid fuel to preserve existing industries and to maintain railway transport facilities, are contained in a United States Consular Commerce report.

In the opinion of some leading engineers, states the report, this can be best accomplished by submitting the bulk of the coal to a special process of low temperature distillation, and then using the liquid fuel so obtained in Diesel engines to secure the bulk of the power required. This method, it is contended, would have the additional advantage of yielding by-products of great value.

As a result of a great deal of experimental work conducted during the blockade Germany is now producing a considerable quantity of liquid fuel and allied products by this method. It gives a far of essentially different composition and properties from the coal tar obtained in the ordinary process of coke and gas manufacture, and with the distillation conducted at a temperature of 800 degrees F., in the case of 1,000 degrees F., there is much greater yield of tar, although the yield of gas is less.

The "coalite" or half coke thus produced is intermediate in quality between coal and coke. It is suitable for use in steam engines and for household purposes. The tar produced by this process is fractionally distilled in the ordinary way, yielding benzines, lighting oils, and various grades of lubricating oils.

VALUE OF WOMEN POLICE.

COMMITTEE'S SCALE OF PAY.

The report of the Committee on the Employment of Women on Police Duties has just been published as a White Paper. In their concluding remarks the Committee state: "We consider that the experience of the war proved that women can be employed with advantage to the community in the performance of certain police duties which, before the war, were exclusively discharged by men."

For the efficient performance of these duties, the Committee add, it is essential that the women should be specially qualified, highly trained, and well paid, and that they should form an integral part of the police force. While acknowledging the good work done during the war by unofficial bodies of women who undertook police duties in munition works and in thickly-populated areas, the Committee are convinced that such work must, in normal times, be entrusted solely to women under the direct orders of the police authorities. In industrial areas, where offences against the law relating to women and children are not infrequent, the report continues, there is not only scope, but urgent need, for the employment of policewomen. They should not be required to perform duties which would involve the exercise of physical force and consequent exposure to physical danger.

The standard scale of pay recommended is as follows:—Women constables—60s. a week on appointment on probation, rising by annual increments of 2s. to 80s. a week after 10 years, the period of probation to be the same as for male constables. Women should also be eligible for long-service increments.

Sergeants—90s. weekly, rising in five years to 102s. 6d. Inspectors—£250 a year, rising in four years to £300. Superintendents—£320 to £350 a year, rising in four years to £380 or £410.

Witnesses called before the Committee were almost unanimous in advising that very young women should not be recruited, and the Committee recommended that the age of entry be 25 to 30 years. While it is desirable that a certain proportion of policewomen should be of good education, women whose education is of elementary standard should not be excluded. Married women are not precluded from joining the Metropolitan Police women patrols, provided that they have no young children dependent on them, for whose care they are not able to make satisfactory arrangements.

Another recommendation is that a policewoman should not be required to perform more than seven hours' patrol duty a day, divided into two shifts.

NOTICES.

NOTICE

FRESH ARRIVALS

FRANCE.

Choucroute with Sausage	in tin 35cts. & 70cts.
Choucroute naturel	" " 20cts. & 35cts.
Cassoulet, Meat and Beans	per tin 40cts.
Grand Marnier, Cordon Rouge	per qrt. \$5.00
" " " "	per pint. \$2.75

also

Cherry Brandy, Menthe Monopole, Kummel in pint and quart bottles.

French Plums in 1 lb. bots \$1.30 2 lb. bots \$2.50

ENGLAND.

Galantines of Chicken and Ham, etc.	per tin	80cts.
Camp Pies	" " "	50cts.
Licensed Victualers Pickles	1/2 pint bots	45cts.
" " "	" " "	75cts.
Soft Herring Roeb in glasses	per glass	40cts.
Bath Oliver Biscuits	" tin	\$1.00
Potted Meats and Fish	per glass	30cts.
English Cheddar Cheese	" lb.	90cts.
Finan Haddies	" "	50cts.
Selected Kippers	" "	40cts.
Yarmouth Bloaters	" "	40cts.
Smoked File: Cod	" "	60cts.
Fresh Scotch Salmon	" "	\$2.00

LANE, CRAWFORD & Co.

WATSON'S

HYGIENOL

A Powerful Disinfectant
Germicide & Deodorant.

A. S. WATSON & CO., LTD.

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HOUSING PROBLEM

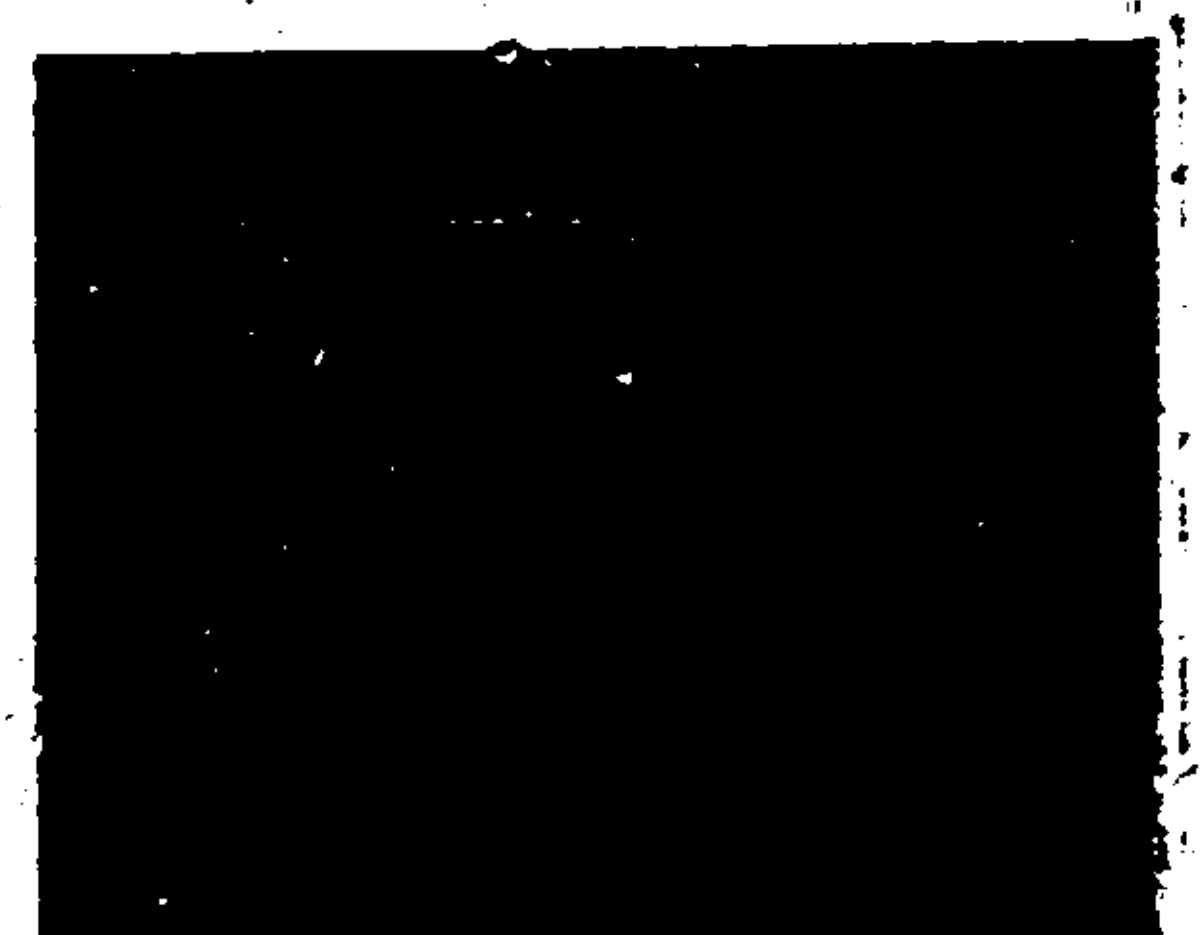
is the question of FURNISHING. It is just as perplexing, just as difficult, the question of furnishing your home tastefully and gracefully as the lowest possible cost. We shall be glad to serve you. We also GUARANTEE to give lasting satisfaction.

HOP CHEONG

(Complete Home Furnishers.)

Manufacturers & Exporters of High Grade Furniture.

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BATHS & LAVATORY
FITTINGS.
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GOODS & APPLIANCES.
FLOOR & WALL TILING
FOR HOUSES & SHIPS.

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30 & 32, Des Voeux Road Central.

FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF
IN SIZE

GIGANTIC
IN CAPACITY

Two working parts only.

Entirely British.

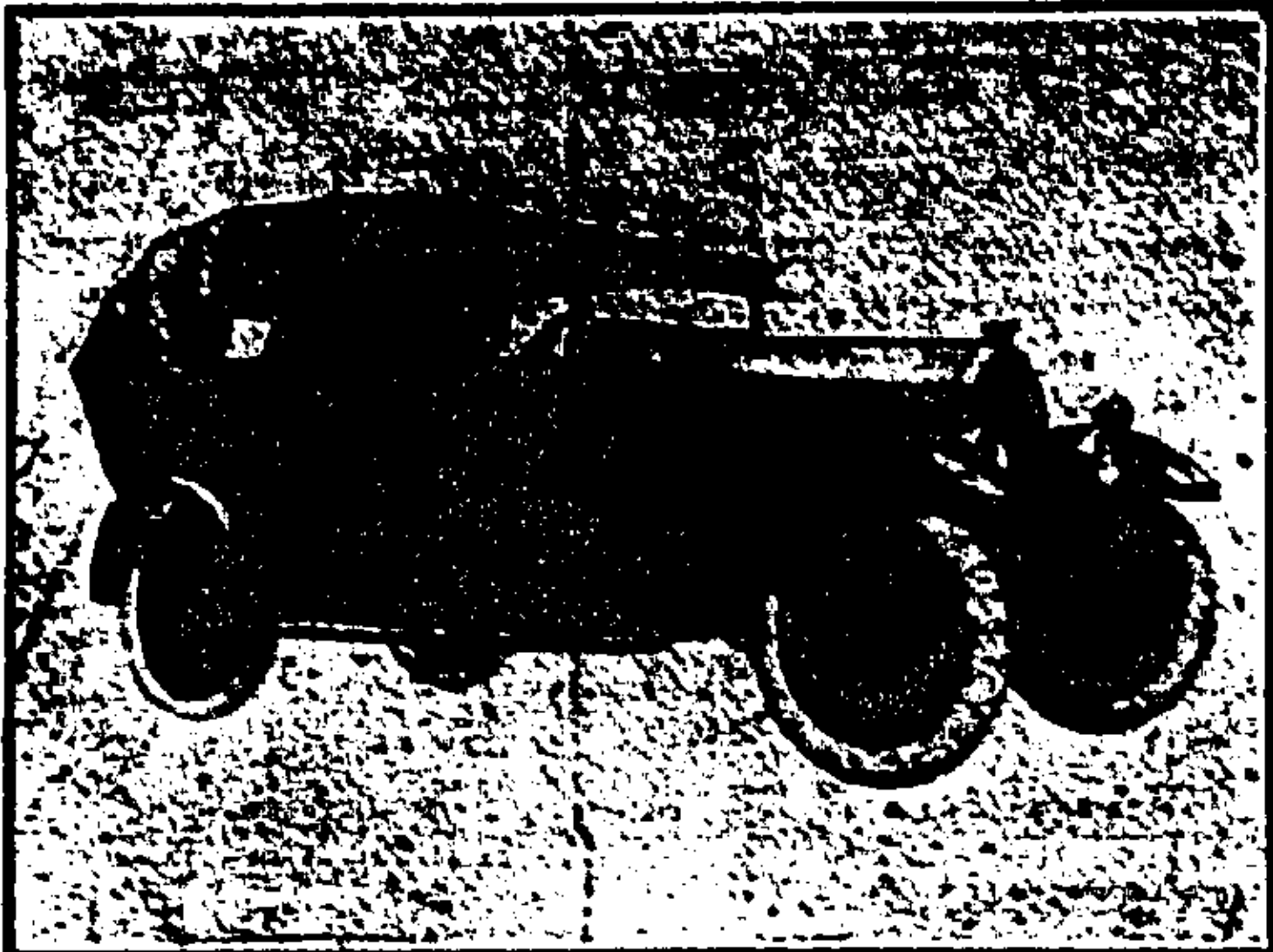
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SOLE AGENTS

UNION ENGINEERING CO., LTD.

York Building.

Chater Road

THE BRITISH CAR
of Quality and Value.

The RUSTON-HORSNBYS 35 h.p. 5-Passenger Touring Car.

NEW CARS FOR SALE
ESSEX, 5-passenger touring car. In stock.
HUDSON SUPER SIX, 7-passenger touring car; due October.
RUSTON-HORSNBYS, (British car), 5-passenger touring car.
 due 2nd October.

Enquiries Solicited

THE DRAGON MOTOR CAR COMPANY
 THE EUROPEAN GARAGE
 AGENTS FOR
Hudson, Essex, Dodge Brothers, Armstrong-Siddeley & Ruston-Horsnby Motor Cars.

Tel. 482
 3552

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that the Queen's Dispensary has been removed to ST. GEORGE'S BUILDINGS, (OPPOSITE STAR FERRY).
HARPER AND CO., LTD.

EXCHANGE.

(Opening Rate: closing Rate on Page 11).

SELLING.

T/T	43 1/2
Demand	43 1/2
30 d/s	43 1/2
60 d/s	44
4 m/s	44 1/2
T/T Shanghai	Nom.
T/T Singapore	185 1/2
T/T Japan	147
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	75 1/2
T/T Batavia	230
T/T Marks	Nom.
T/T France	11.20
Demand, Paris	—

BUYING.

4 m/s. L/C	45 3/4
4 m/s. D/P	46 1/2
6 m/s. L/C	46 1/2
30 d/s. Sydney and Melbourne	46 1/2
30 d/s. San Francisco & New York	77 1/2
4 m/s. Marks	Nom.
4 m/s. France	11.80
6 m/s. France	12.00
Demand, Germany	—
Demand, New York	77 1/2
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
On Yokohama	147
Demand, Manila	166 Nom.
Demand, Singapore	185 1/2
On Haiphong	Nom.
On Saigon	—
On Bangkok	49
Sovereign	4.35 Nom.
Gold leaf per Tael	34.80
Bar Silver, ready forward	—
Bank of England rates 7%	—
New York/London	—

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1 1/2 dis.
10 "	\$1 1/2 dis.
5 "	\$3/8 dis.
Canton subcoins	\$1 3/4 dis.

WISEMAN LTD.

DINNER DANCE

ON
MONDAY Sept. 27th

Dinner and Dance \$2.00

Dancing only \$1.50

D. M. GOODALL,

Manager.

NOTICE.

The Offices and Stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Monday, the 27th September, and on Friday, the 8th October. The Stations will also be closed on Sunday, the 10th October.

H. LOGAN RUSSELL,

Acting Deputy Commissioner of Customs, Kowloon & District, in charge temporarily.
 York Buildings.
 Hongkong, 21st September, 1920.

NOTICE.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY given that the Share Register and Transfer Books of the Company will be closed from the 1st to the 9th October 1920, both days inclusive.
 Warrants for the Interim Dividend can be had at the Office of the Company, 2 Queen's Buildings, Hongkong on and after the 11th prox.

By Order of the Board,

JAS. W. GRAHAM,

Acting Chief Manager.

Hongkong, 22nd September, 1920.

NOTICE.

KOWLOON CRICKET CLUB.

The **ANNUAL GENERAL MEETING OF MEMBERS** will be held in the Club house on **WEDNESDAY September, 29th**, at 5.30 p.m.

BUSINESS:—To pass report & Accounts for 1919/20. Elect officers & Committee for 1920/21. General.

L. J. BLACKBURN,

Hon. Secretary.

Hongkong, 21st September, 1920.

NOTICE.

KOWLOON CANTON RAILWAY

The Public is hereby notified that the Afternoon Up Express Train to Canton at present advertised to leave Kowloon at 3.00 p.m. will, on and after Thursday September 23rd and until further notice, leave at 2.15 p.m. Last Ferry 1.55 p.m.

By Order,

H. P. WINSLOW,

Manager.

Kowloon, 22nd September, 1920.

NOTICE.

"HONGKONG HOTEL GARAGE"

We beg to notify our patrons that we are inaugurating the above as from 1st October, 1920. We aspire to render first class service at reasonable rates.

Hongkong Hotel Co., Ltd.

J. A. TAGGART,

Manager.

NOTICE.

From the 1st September Mr. L. Gain has been appointed manager of the firm in Hongkong to replace Mr. Gaujoir, former manager, leaving Hongkong for the Head Office in Tientsin.

R. GAUJOIR

General Manager

Brossard Mopin & Co.

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Area	Frontage	Depth	Area	Frontage	Depth	Area	Frontage	Depth
1	100	100	100	100	100	100	100	100	100
2	100	100	100	100	100	100	100	100	100
3	100	100	100	100	100	100	100	100	100
4	100	100	100	100	100	100	100	100	100
5	100	100	100	100	100	100	100	100	100

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2	100	100	100	100	100	100	100	100	100
3	100	100	100	100	100	100	100	100	100
4	100	100	100	100	100	100	100	100	100
5	100	100	100	100	100	100	100	100	100

ANNOUNCEMENT.

Due to the increasing Number of Students in South China, the International Correspondence Schools have opened a temporary office at 11 Besconfield Arcade (Brewer and Co's. office), 293 Technical and University courses are now offered and any one wishing free information may call or write to this office. The International Correspondence Schools is the largest educational institution in the world, 9,000 students in China, 110,000 students in America and branches all over the world.

A UNIVERSAL UNIVERSITY.

NOTICE.

THE WEI SAN KNITTING COMPANY LIMITED

(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1911 that a General Meeting of the Members of the above-named Company will be held at the Registered Office of the Company, St. George's Building, Chester Road, Victoria, Hongkong, on Monday the 27th day of October 1920 at 11 o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company, and of the Liquidator thereof, shall be disposed of.

Dated the 20th day of September 1920.

For the Wei San Knitting Company Limited,
WALTER J. HAWKER
 Liquidator.

THEATRE ROYAL.

Commencing

SATURDAY, 18th Sept at 9.15.

MAURICE E. BANDMAN

presents the

BANDMAN**COMEDY****COMPANY**

In a repertoire of latest London plays.

TO-NIGHT.

"THE YELLOW TICKET."

FRIDAY, 24th

"BILLETED."

SATURDAY, 25th

"LORD RICHARD IN THE PANTRY."

MONDAY, September 27—

"NOTHING BUT THE TRUTH."

TUESDAY, September 28—

"SACRED AND PROFANE LOVE."

WEDNESDAY, September 29—

"THE NAUGHTY WIFE."

THURSDAY, September 30—

"GOOD-NIGHT NURSE."

Prices \$4, \$3 & \$2.

Navy and Military Half Price

BOOKING at MOUTRIE'S.

NOTICE.

DOUGLAS STEAMSHIP

CO., LTD.

The Ordinary General Meeting

of the above Company will be

held at the Company's Offices at

Noon on Saturday the 25th inst.

1920.

The Transfer Books of the

Company will be closed from the

17th to 25th instant both days

inclusive.

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 9th September, 1920.

NOTICE.

By a cablegram from the Min-

ister of the Mexican Foreign

Affairs Department, I am inform-

ed that Mr. Jose Filomeno Eca

da Silva former Viceconsul for

Mexico, has been dismissed and

ceased in his functions. The

merchants and the public are

notified that from this date, the

attestation of said ex-viceconsul

will be considered unlawful by my

Government.

VICTOR GALINDO DE

BOURGY.

Consul for Mexico.

CONSUL RESIDENCE AND

OFFICE

No. 29 Second Floor.

CAINE ROAD,

HONGKONG.

NOTICE.

HONGKONG GENERAL CHAM-

BER OF COMMERCE

CHINESE LANGUAGE SCHOOL.

A BEGINNERS' CLASS will

be started on MONDAY, October

4th, at 5.15 p.m. at the Chinese

Language School, junction of

Zetland Street and Ice House

Street (Masonic Hall Premises).

Intending students are request-

ed to send in their names to the

undersigned for enrolment.

By Order,

D. K. Blair,

Acting Secretary.

Hongkong, September 15th, 1920.

PUBLIC AUCTION.

THE Undersigned have received

instructions to sell by Public

Auction on

Friday, the 24th Sept. 1920

at 3 p.m.

at No. 14 Godown, Hongkong &

Kowloon Wharf & Godown

Co., Ltd., Kowloon.

33 Tons Pig Iron

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

NEW ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 25th. Sept. 1920.

commencing at 11 a.m.

at their Sales Rooms, Duddell

Street.

A Large Assortment of Malsone

Washable Distemper.

Also

A Quantity of Sundry Household

Furniture

and

75 cases Sardines

10 bags Rice

48 cases Horlicks Milk

49 doz. Toilet Soap

36 kegs Red Oxide Paint

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received

instructions to sell by Public

Auction on

Friday, the 1st October 1920.

commencing at 2.30 p.m.

at their Sale Rooms, Duddell

Street.

A Fine Collection of Japanese

Porcelain, Cloisonne Ware

& Embroideries.

Comprising:—Satsuma teasetts,

vases, bowls, figures, plates, in-

cense burners, silk embroidered

screens, pictures, etc. etc.

On view from Thursday, the

30th. September, 1920.

Catalogues will be issued.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION.

OF

VALUABLE LEASEHOLD

PROPERTY

Situate at Kowloon in the

Colony of Hongkong to be sold in

pursuance of an Order of the

Supreme Court of Hongkong

made in Action No. 99 of 1920

Original Jurisdiction Between

The Bank of Canton Limited

Plaintiffs and Samuel Ebenezer

Green trading as Banker & Co.

Defendant

on Monday, the 27th. day of

September, 1920.

at 3 o'clock in the afternoon

by

MESSRS LAMMERT BROS.

Auctioneers.

at their Auction Rooms, Duddell

Street, Victoria, Hongkong.

The property consists of—ALL

THAT piece or parcel of ground

situate in the Dependency of

Kowloon and Colony of Hongkong

and known and registered in the

Land Office as Section H of Kow-

loon Inland Lot No. 410 together

with the messuage erected there-

on known as No. 15 Hankow

Road, Kowloon. Term 75 years

from 24th. June 1892 created by

a Crown Lease dated the 11th.

November 1892. Proportion of

Annual Crown rent \$20.12. Area

3,594 Square feet.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"HELENUS" 12th October London, Amsterdam & Antwerp
 "KEEMUN" 21st October London, Amsterdam & Hamburg
 "JASON" 31st October London, Amsterdam & Antwerp
 "ELPENDOR" 16th Nov. London, Rotterdam & Antwerp
 "ATREUS" 23rd Nov. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EURYPYLUS" 3rd October Havre, Rotterdam & Liverpool
 "TITAN" 10th October Genoa, M'les, L'pool & Glasgow
 "PELEUS" 19th October Genoa, Liverpool & Glasgow
 "TELAMON" 2nd Nov. Liverpool.

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS" 5th October Victoria, Seattle and Vancouver
 "TEUCER" 20th October
 "IXION" 12th Nov.

NEW YORK SERVICE

(via Suez or Panama)

"TYDEUS" via Panama 24th November.
 HOMEWARD PASSENGER SERVICE
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 19th October for London direct
 "IDOMENEUS" 3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"CROSSKEYS"

having arrived from Seattle via ports, on Sept. 18th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 23rd by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 24th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 18th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"WEST MAHOMET"

having arrived from New York via ports, on September, 19th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 27th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Barber Steamship Lines, Inc.
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 19th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

S. S. "ICONIUM."

having arrived from Seattle via ports, on 20th Sept. Consignees are hereby notified that their cargo is being landed at their risk into Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on September 25th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 27th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 20th September, 1920.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA via JAPAN
PORTS.The Company's Steamship
"ARABIA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 27th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,
Manager.
Hongkong, 21st September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S. S. "KOREA MARU"

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& MANILA.From SOUTH AMERICAN
PORTS via SAN FRANCISCO,
HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, Wednesday, Sept. 22nd 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday the 25th Sept., 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Friday the 1st September, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 22nd September, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.Consignees per Co's Steamer
"TEIRESIAS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th Oct. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd September, 1920.

SUPERBUILDERS.

SHIP REPAIRERS.

BORDER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII

TE. ADDRESS: "TAIKOO DOCK" HONGKONG.
TELEPHONE NO. 112
CABLE PLAT: "T" OVER "ANG. HONGKONG."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

W. S. BAILEY
& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to

50 B.H.P. now in stock

also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.The Steamship
"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Sept. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 5th October or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 21st September, 1920.

TOBACCO TRADE.

RUMOUR OF ANOTHER
WAR.

In the tobacco trade just now there is much stir about the possibility of another tobacco war. The rumours are very circumstantial, and although they are denied by the parties mainly concerned—Messrs Boots (Limited) and the Tobacco Products Corporation—the matter is being so much discussed that (writes a *Manchester Guardian* correspondent) it deserves a mention.

The story is that the Tobacco Products Corporation the English branch of an American syndicate which aroused so much trade interest recently when it established a factory in London, have financial relation with the American Drug Company, which recently acquired control of Messrs Boots, the "cash chemists," and that it intends to push its trade through that extremely well organised business. It is known that one of the heads of the American tobacco firm, was recently in England examining the possibilities of developing the sale of their goods, and it is not denied that Messrs Boots, under the new control, may add tobacco counters to their shops.

That at any rate would be sufficient site for the erection of the story. The interesting thing is that the trade expect a big development of the American Company's business whatever the channel may be through which the attack is made.

The Imperial Tobacco Company controls about 70 per cent. of the home trade, and its profits are about four millions a year. If the American Products Corporation mean to challenge them in this or any other way they are not likely to refuse the challenge. The American Company own a number of proprietary brands, including a well-known Egyptian one.

WOMEN PREACHERS.

At the Wesleyan Church at Clacton-on-Sea recently two women preachers were dedicated to their work. The special service was conducted by the Rev. T. J. Price. After the candidates, Mrs. M. F. Brown and Miss V. E. Last, had recited the responses, the minister handed each a handsomely-bound

NEW SINN FEIN DISCLOSURES.

GRAFT PLOT TO BUY
AMERICA.

Sensational Sinn Fein plans to aid the Irish Republican movement in America by wholesale bribery and corruption have been laid bare by the seizure of a number of secret Sinn Fein documents.

Among these documents (writes a *Daily Chronicle* representative) are the official minutes of the so-called Sinn Fein Cabinet, which clearly show that the body has authorised "President" De Valera to spend £300,000 in America on graft to obtain the recognition of the Irish Republic by the United States Government.

It is also clear from the official minutes that the Sinn Feiners are not averse to an agreement with the Bolsheviks, and that their "Cabinet" decided to send a mission to the Soviet Government with a view to establishing "diplomatic relations."

MILLION POUNDS FUND. Complete details of the Sinn Fein plans for American propaganda are also outlined in the documents, which were found on two Sinn Fein envoys. They were all drawn up by the Sinn Fein Cabinet, which is composed of nine men, with Mr. Arthur Griffiths as acting president.

One of the most important documents deals with the Cabinet's decision on the expenditure of the money—said to be more than £1,000,000—raised by De Valera in the United States. Of this sum £100,000 is allotted to him to spend as he may require "in connection with the election campaign for the Presidency of the United States."

A further £200,000 is earmarked for his use "to obtain the recognition of the Irish Republic by the Government of the United States."

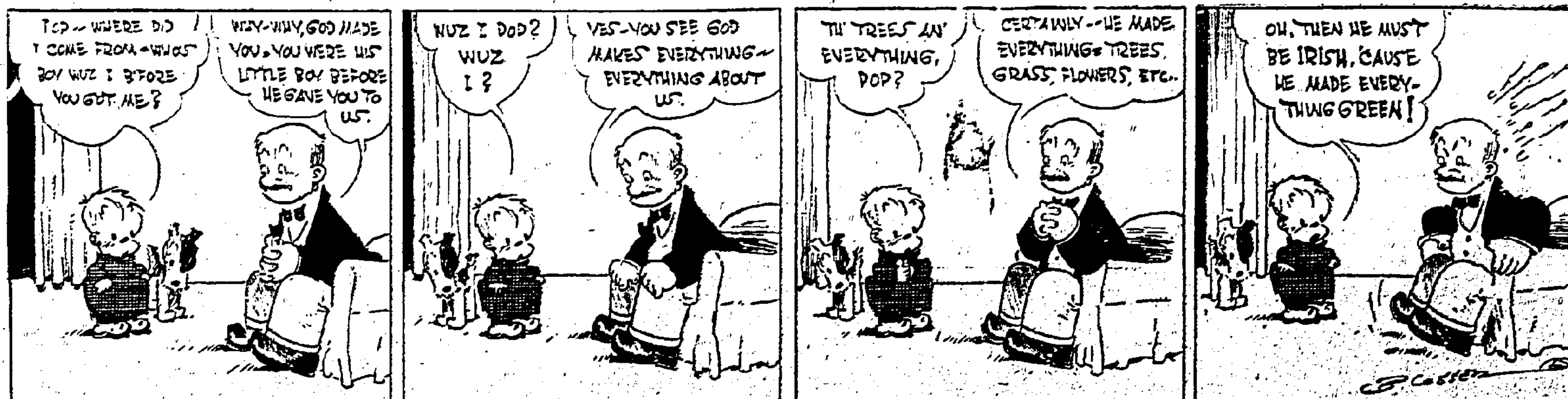
In addition, De Valera was empowered to appoint one director each in Chicago, New Orleans, San Francisco, and Boston "to organise and direct Irish opinion at those centres," and also to send consuls and diplomatic agents to Russia, France, Spain, Italy, Austria, Germany, Denmark, and Switzerland.

copy of the Scriptures, saying, "Take this authority to preach the word." This is the first service of its kind ever held.

FRECKLES AND HIS FRIENDS

It Looks That Way to Tag

BY BLOSSER



It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 3rd edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 23, 1920.

THE COAL CRISIS.

At the time of writing, it looks as though the coal miners are determined to have their own way in the matter of an increase in wages, or, in the alternative, to cause a strike the consequences of which it would be difficult to foresee. The Government attitude in the matter is quite frank and decidedly fair: it is that the question be referred to an impartial tribunal for decision. But to that the miners' leaders will not agree: they are not even prepared to argue the matter—it is a case of sheer dictation to the Government. With the facts thus, we can readily understand that there is not a deal of public sympathy for the miners, for if there is one thing the Britisher dislikes it is to be dragged and forced into any course of action, and by their obstinacy in this dispute we are sure that the miners are damaging whatever of justice there may be in their demands.

In all the discussions which have taken place on this coal question it has been rather difficult for us here to realise the true issue, for Reuters has not been very clear on the subject. We gather from Home advices, however, that the miners have presented two demands, namely, 2s. a day advance in wages for adults, with 1s. and 9d. for juveniles, and the removal of the 14s. 2d. added to the price of household coal in May last. The claim was based on the profits indicated in a return of the financial results of the industry in the first quarter of the year, and would just about have absorbed the sixty-six millions which the miners had calculated the Exchequer would gain after the share of the mine-owners had been paid. But we have recently had sent us by cable the figures for the quarter ended June 30th last, and they showed that the net profits were £750,000, or £3,000,000 a year. When the miners first met Sir Robert Horne, many weeks ago, he gave some illuminating figures on the wages claim, pointing out that on the average miners had received advances that more than met the increased cost of living; and more than comparable with other grades of workers. Cost of living was 153 per cent. pre-war level, miners' advances 157 per cent., skilled engineers' advances only 132 per cent. In this regard also we are fortunate in possessing later data, for the same message which gave the details of the profits for the June quarter stated that the average earnings of the coal-workers of all grades were £225 a year against £22 a year before the war, whilst the output from the mines during this quarter had decreased by four million tons, compared with the previous three months.

The trouble, in this dispute, is that the miners will not grant Sir Robert Horne's promises. According to a Labour writer, they ask:—Why should wage advances be limited to cost of living bonuses? And why should the profits of coal exports be applied to relieving income-tax rather than to relieving the workingman's cost of living? The wages question, however, is only the field on which a more important question is being fought—the question of unification. The miners' case is that their claims can be met, provided that the industry is treated as a unit; the Government on the other hand is trying to retreat from the position, forced upon it by exigencies of the war, of treating the industry as a unit. With the miners it is a case of pressing this demand because of what it may bring them in other ways. But they may yet find that they are asking for too much and that the country will not be dictated to by one section of the populace.

NOTES & COMMENTS.

ICE HOUSE STREET.

Rightly or wrongly, we are taking to ourselves a little of the credit that is undoubtedly due to the Police Department for its having made the decision to close Ice House Street, from Queen's Road to Des Voeux Road, to motor traffic. Often have we pointed out the dangers that were attendant to pedestrians in Ice House Street during the passage down it of motor cars, and we are glad to think that, as from yesterday, this thoroughfare is now protected. When we received official intimation of that fact and saw the P.W.D. roadmen busy on the erection of the prohibitive signs we felt as though some good after all can come out of newspaper comment. And now for the rickshas. In case anyone should think it would be a little unreasonable to ask for the total closing of this road to all classes of vehicular traffic because it is an important little road forming a convenient link between the two wider roads in the very heart of the City, let us make another suggestion. We understand—in fact we have experienced it ourselves—that the principal source from which life and limb of pedestrians is menaced is the three-piece, coolie rickshas, which dash up and down the street bearing breathless and worried bullion brokers. These coolies fly along, loudly shouting "Whai" and "Oo" and it is a case of looking lively when they are about. The riders are totally oblivious of the fact that pedestrians have the first right of way on every road and when an innocent person dares to hinder their flight, even for the second taken up by dodging, they look even more worried and concerned than ever. Why not confine the ricksha traffic to one-coolie rickshas, which take up far less room, proceed at a much more reasonable speed, and are just as efficient? In Battery Path, chairs are not allowed to walk abreast; they must go one behind the other, but in Ice House Street where the inconvenience caused are twice as great as they could be in Battery Path there is so wide a freedom allowed to one class that the safety of another class is seriously endangered. If the Police are going to control traffic for the benefit of public safety, why should they not make a really good job of it and put a check on these scorching brokers? Of course, the professional men concerned could help a lot. At any rate, let's hope that something will be done.

Amongst the passengers who arrived by the Teiresias yesterday were Dr. and Mrs. Forsyth, and Mrs. Coppin.

Major L. Cassel, O.B.E., left the Colony this morning by the Empress of Asia for North China, and expects to be absent about a month.

The Taming arrived yesterday from Manila, with a propeller damaged during the typhoon. She is now at the Taikoo Docks, undergoing repairs.

The chain of the s.s. China, which was lost in the Harbour, has been recovered by Taikoo Dock workers and was put on board yesterday.

Another big seizure of opium was made yesterday. Revenue Officer Ward and party discovering 7,000 taels concealed in the coal bunkers of the Kaijo Maru.

The 74th Punjab are holding their regimental sports at the U. S. R. C. ground on Saturday at 3.45 p.m., when Capt. E. H. Gray and Officers will be "At Home."

The September settlement on the Shanghai Stock Exchange has been postponed from the 24th to the 29th. To-morrow is settlement day on the Hongkong Stock Exchange.

We hear that H. M. Transport "Bremen" will leave England early in November with crews for H.M.S.'s Carlisle and Tamar and will return with all military details and naval ratings due for Home, from China and the Straits.

At Queen's Road yesterday, opposite the Soldiers' Club, motor car No. 294 collided with tramcar No. 36 with disastrous results for the former. Fortunately, though considerable damage was done to the motor car its occupants were unharmed.

BREAD FOR ALL.

Indications have been given recently that the coming winter is not going to be a particularly healthy one for the British workman who finds himself out of employment at the present time. Instead of being able to get a job, he will find himself in a growing company of out-of-workers. Inevitably, there will be a certain amount of distress, but it is encouraging to learn from an American newspaper that the world has plenty of wheat to feed itself and that there is no need for the world to go hungry this coming winter. Our American friends have a happy knack of expression, as can be appreciated from the fact that, having told its readers the above assuring fact, the newspaper adds:—"All that is needed is sufficient intelligence to get the wheat to the places where it is needed in order that man may have bread enough and spare."

The International Institute of Agriculture at Rome reports from figures it has gathered that there were on April 1, 1920, a total of 10,500,000 metric tons of wheat and rye available for shipment from the grain exporting countries of the world (6,000,000 tons in North America, 3,200,000 in South America, and 1,300,000 in Australia). This, be it noted, takes no account of Russian wheat, which is not considered available. The countries that have to import wheat and rye to feed their people, will require between April 1 and the periods of their respective harvests 8,100,000 metric tons. Consequently, it is apparent that the stocks at the beginning of April were sufficient not only to supply all requirements up to harvest time, in the northern hemisphere, but also to leave a surplus available in the coming season. On the basis of the figures presented, this surplus was 2,400,000 metric tons on August 1. Earth and rain and sun have done their duty. It is up to mankind to make sure of the results.

Hongkong residents returning by the Katori Maru yesterday included Mr. and Mrs. Montague Ede, the Hon. Mr. and Mrs. W. Chatham, Mr. and Mrs. Miss Grimble, Mr. and Mrs. the Misses Sorensen, and Professor and Mrs. Danenberg.

The Committee appointed to form the Hongkong Lawn Tennis Association is to meet at the H.K.C.C. pavilion on Monday, when rules will be drawn up, and a letter read from the Shanghai Association accepting the challenge for an interport match.

The Empress of Asia, which sailed to-day, took away a larger number of passengers than for three years past. Amongst those leaving were the Hon. Mr. P. H. Holyoak, Mr. N. J. Stabb, Mr. and Mrs. L. N. Lee, Mr. and Mrs. D. J. Lewis, Mr. and Mrs. G. A. Pentreath, Mr. and Mrs. Plummer and Mr. C. E. Richardson.

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DAY BY DAY.

IF WE CANNOT GET WHAT WE LIKE, LET US TRY TO LIKE WHAT WE CAN GET.—Spanish Proverb.

There was a clean bill of health in the Colony yesterday.

A tramcar conductor who fell from his car whilst it was in motion was yesterday removed to Hospital.

Amongst the passengers who arrived by the Teiresias yesterday were Dr. and Mrs. Forsyth, and Mrs. Coppin.

Major L. Cassel, O.B.E., left the Colony this morning by the Empress of Asia for North China, and expects to be absent about a month.

The Taming arrived yesterday from Manila, with a propeller damaged during the typhoon. She is now at the Taikoo Docks, undergoing repairs.

The chain of the s.s. China, which was lost in the Harbour, has been recovered by Taikoo Dock workers and was put on board yesterday.

Another big seizure of opium was made yesterday. Revenue Officer Ward and party discovering 7,000 taels concealed in the coal bunkers of the Kaijo Maru.

The 74th Punjab are holding their regimental sports at the U. S. R. C. ground on Saturday at 3.45 p.m., when Capt. E. H. Gray and Officers will be "At Home."

The September settlement on the Shanghai Stock Exchange has been postponed from the 24th to the 29th. To-morrow is settlement day on the Hongkong Stock Exchange.

We hear that H. M. Transport "Bremen" will leave England early in November with crews for H.M.S.'s Carlisle and Tamar and will return with all military details and naval ratings due for Home, from China and the Straits.

At Queen's Road yesterday, opposite the Soldiers' Club, motor car No. 294 collided with tramcar No. 36 with disastrous results for the former. Fortunately, though considerable damage was done to the motor car its occupants were unharmed.

Hongkong residents returning by the Katori Maru yesterday included Mr. and Mrs. Montague Ede, the Hon. Mr. and Mrs. W. Chatham, Mr. and Mrs. Miss Grimble, Mr. and Mrs. the Misses Sorensen, and Professor and Mrs. Danenberg.

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LOCAL BOXING.

BRIGHT PROSPECTS FOR THIS SEASON.

SOME OF THE MEN EXPECTED TO APPEAR.

In view of the early approach of the cool weather, the thoughts of local sportsmen are turning to the Hongkong Boxing Association's programme for the coming season. In this connection, boxing supporters will be interested to hear that there is every promise of a fine series of contests during the winter, and, what is more, that the Association is considering the question of providing a structure large enough to accommodate at least 2,000 spectators at a time.

With a view to gleaming some idea of the prospects for the coming season, a representative of the Telegraph yesterday called on Mr. J.C. Wildin, the Manager of the Boxing Association, whose keen and practical interest in boxing matters is well known to all. Below we give the information which our reporter was able to secure.

A "DARK HORSE." Our reporter was informed by Mr. Wildin that the welterweight contests this year will be invested with more than ordinary interest in view of the probable appearance in the ring of two fighters who are thought likely to possess the skill to place them in the same category as Sky Kerrison, the Welter Weight Champion of the Colony. Of these, Mr. Burleigh, of the Taikoo Docks, is one. He was formerly Physical Training Instructor for the Norfolk Regiment, Machine Gun Corps, and London Scottish, and has come here with a big reputation as Middle Weight Champion of the three Corps.

Though of a slightly heavier class than the one he proposes to fight in, he is prepared to meet any man in the Colony on the Welter Weight limit. It is probable that Mr. Burleigh will be matched against one of the leading welterweights in the preliminary bout, to give the public an opportunity of judging his merits. Should he make good, he will then be matched with the winner of the contest between Sky Kerrison and another, for the Welterweight Championship of the Colony.

WILL KERRISON MEET DEACONHARDT? It is not yet known who Kerrison's opponent will be, but it is the intention of the Boxing Association to match him against the present winner of the Welterweight Championship of the China Fleet, Leading Seaman Deaconhardt, of H.M.S. Hawkins. Of course, this arrangement will be subject to the approval of the Boxing Committee, but there is no doubt of the eventual decision, Deaconhardt being, so far as it appears at present, the only logical contender for the Welterweight Championship of the Colony.

Any other boxers who think they have a prior claim to meet Kerrison should send in that claim to Mr. Wildin, the Manager of the Boxing Association.

On the respective merits of both aspirants to the welterweight honours, Mr. Wildin says that in public under the auspices of the Hongkong Boxing Association and who won his match with ridiculous ease, should come up to the scratch; while Mr. Burleigh, who has not yet made a public appearance in the Colony, must have his claims first submitted to the public, and this could not be better done than by engaging him in a ten-round contest to bring out his paces. The idea of the Boxing Committee is to bring forward the best man for the Championship bout, and as no judgment of his merits beyond that suggested in his Home record could be attainable, it considers that it is only right that Mr. Burleigh should engage in a preliminary contest.

MIDDLE WEIGHT CHANCES. Discussing the prospects of this year in this class, Mr. Wildin said:—"The departure for England of the present holder of the Middleweight title, Private Mason, of the R.M.L.I., leaves the title in abeyance, but there are numerous aspirants who consider that they are qualified to contest for it. Of these, Physical Training Instructor Jones of the Royal Navy, Engine Room Artificer Sergeant of H. M. sub-marines, A. B. Willoughby of the H.M.S. Cairo and Roasser of H.M.S. Tamar are a few possibilities, though there may be others. I suggest that these men should engage in a series of 10-round

preliminary contests, the finalists to contest for the Middle Weight Championship."

Mr. Wildin says that Seaman Hewitt, who was a popular figure in last year's contests, stands a good chance of annexing the championship honours, a view which will be readily endorsed by our readers who were last season delighted with his display of good, clean boxing, which has won for him the enviable reputation of a gentlemanly fighter and a good sport. At the same time the claims of such men as Jones or Sullivan (H. M. S. Moth) must be taken into consideration. They are, in Mr. Wildin's opinion, capable of giving this favourite a good run.

THE HEAVY WEIGHT CLASS. It is difficult just yet to know who the contestants for the Heavyweight Championship Belt will be, but Mr. Wildin has in mind two likely men. They are Private Wilkins, and A. B. Evans from the Hawkins, but the Boxing Association's Manager is open to any other claims, his reason being that the two men named have met already on two occasions, once at Shanghai, and the second time at Wei Hai Wei, and in each case, Wilkins was the winner. Under these circumstances it stands to reason that the fight for the honours in this class cannot be held by the Boxing Association unless there are other contenders to fight in an elimination contest.

A BIG CONCEPTION. The fate of the Lightweight title is in the lap of the gods. No definite announcement has been made by boxers of this class, but one or two men may be picked out as likely contestants. Cook's Mate North, who has qualified as a boxer in the lightweight class, at the recent Fleet sports held at Weihaiwei had to put up a hard fight for the title in connection with the Fleet. It is not yet known if any response will be made to his offer to fight in the Colony's Championship bout, but Sergeant Newman of the A.S.C. is suggested for his opponent, he being the holder of what is considered a good record. Sergeant Newman has offered to meet any lightweight in the Colony, and if there are no boxers of this class willing to accept his offer he will be willing to give away anything up to ten lbs—a concession which is tantamount to a challenge to the middleweights. With the exception of Cook's Mate North, Mr. Wildin does not know any other lightweight to put up against the Sergeant.

CONTESTANTS WANTED FOR FEATHERWEIGHT CLASSES. "Leading Seaman Britt came here with a big reputation, and I was very disappointed to hear that he lost in the first round at Wei-hai-wei," said Mr. Wildin in a discussion on the chances of the seaman in the featherweight fights. "If I am not mistaken he was beaten by A.B. Griffiths of H.M.S. Curlew. Since Chief Stoker Ames has been away, I don't know if any featherweight can be pitted against Griffiths."

Mr. Wildin expressed himself as being very disappointed at the meagre support which this class is receiving, as it is a class in which one sees high-class boxing, much more so than in the heavyweight or middleweight. If there are any featherweights in the Colony who fancy they have a chance against Griffiths, they are asked to communicate with Mr. Wildin, who will be pleased to consider their applications.

BANTAM CLASS A WASH-OUT. No entries for this class have so far been received, and it would appear that it is a wash-out. However, hopes are not extinct of an eventual contest.

THE AMATEURS. The amateurs are expected to appear strongly in forthcoming contests. In this connection Mr. Wildin's remarks on the matches under contemplation were most interesting. "As you know," he remarked to our representative, "amateur contests are limited to six rounds each. Young Maher now holds the Amateur Championship of the Colony, and I hope to match him against Mr. D. Logan. Mr. Logan who has served his country since the commencement of the War is now in the Colony. A fight between these two would be most entertaining, and from what I know of them they will put up a jolly good scrap, and conduct it on gentlemanly lines."

Mr. McCann, of Messrs. Mackinnon, Mackenzie and Co., is mentioned as one of the likely contestants in this section. He has done good in the past, and should be able to acquire himself well against such heavyweights as

CARGO THIEVES.

TRAPPED IN A HOLD.

That there is a large gang of cargo thieves operating in the Harbour is the belief of Sub-Inspector Spiers, of the Water Police, who this morning charged a number of Chinese with cargo broaching.

In the case of one of the prisoners, who was sentenced to two months' hard labour it was stated that he was found in possession at Canton Road of four shirts, identified to have formed part of the contents of a case which had been broached open on board the Benavon.

About 254 yards of black lining cloth formed the subject of another charge against eight coolies who were arrested red-handed on the Blue Funnel steamer Teiresias yesterday. It appears that at 12.30 in the afternoon, the wharf coolies knocked off work, and shortly after that, a stevedore's foreman, who happened to look down into the No. 6 hold, discovered the prisoners actively at work in broaching open the cargo. He spoke to the lamp trimmer, who promptly closed down the hatch, and, having got the prisoners thus secured, calmly went on with his work. At its completion he went to the Second Officer and informed him of the presence of the cargo thieves. The Second Officer went down the hold and dragged the prisoners out from various hiding places. A number of them attempted to make a dash up the ladder, but half-way they were dragged down by the trimmer.

Sub-Inspector Spiers stated in Court that he believed there was a large gang at work on this cargo-broaching, and were it not for the departure of the Teiresias he would ask his Worship to commit the prisoners to the Sessions, as it was a serious case, amounting to conspiracy to rob the ship's cargo. Mr. Orme—That would be drastic.

The Inspectors—Yes, but it is admittedly a serious case, and these cases have been very common lately. A check must be put to it.

In sentencing the prisoners to six months' hard labour each, his Worship remarked that it was a serious offence for the prisoners to get together to rob a ship.

Mr. Cave (A.P.C.) or Lt. Beaven, of the Wilshires. Mr. Cave and Mr. McCann are both of the same weight; in fact, we do not think there are two pounds difference between the pair. Failing the other two mentioned, Mr. McCann is suggested for a contest with Mr. Brook of the Vacuum Oil Company.

In regard to other amateurs, Mr. Wildin said he knew that there were several officers in the Wilshires who are very good boxers, and it may be possible to arrange contests between them according to their weights.

THE QUEST FOR A BUILDING. In reply to our representative's enquiries, Mr. Wildin stated that a few days ago the Ming Yuen Gardens were inspected by members of the Committee of the Hongkong Boxing Association as to their suitability for holding the boxing tournaments during the forthcoming season. It seemed to him that the only objection to the site was its distance from the Central district and the mainland, but that could easily be overcome by arrangements with the Tramway Companies and the Star Ferry Company. This matter would be decided by the Committee at a meeting to be held in the near future. The question why the City Hall cannot be utilised for the tournaments can be answered by stating that it is not always available, as the Theatre is often booked in advance by theatrical Companies. There is the additional reason that the capacity of the Theatre is not adequate for the large audiences expected. Plans are now under consideration for the provision in the suggested building at the Ming Yuen Gardens of seating accommodation for 2,000 spectators, a number that could not be coped with in the Theatre Royal, which only holds 1,200 at its utmost limit. As the largest number of boxers are from the Services, the Committee anticipates a big risk of supporters from these quarters, and have laid their arrangements accordingly.

In conclusion, Mr. Wildin wants it to be understood that the Association is taking the greatest interest in the promotion of the fistic art amongst the public schools of the Colony, and any suggestion having for its object the encouragement of boxing amongst the boys will receive the practical support of the Committee.

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TENNIS LEAGUE.

THE C.R.C. TEAM.

The following will represent the Chinese Recreation Club on Saturday next—Messrs. M. K. Lo and M. W. Lo, Ng Sze Kwong and Wei Wing Lock, Wong Po Keung and M. P. Lo.
Tennis enthusiasts will welcome the appearance of Mr. Wei, who did so well at Wimbledon.
The generous donor of gold medals to the champion team is Mr. Wong Kam Fook.

PASSENGERS DEPARTED.

Per S.S. EMPRESS OF ASIA.
—Mr. T. F. Aspdon, Miss E. Aiken, Miss M. B. Armstrong, Miss L. R. Armstrong, Mrs. M. Armstrong, Mr. A. T. Arnold, Col. and Mrs. L. Asam, Miss Helen H. Asam, Mr. Nemesio Agunod, Mr. C. da Bruyn, Mr. Black, Mr. P. Baragasa, Mr. Thos. A. Bromley, Mr. A. F. Bischoff, Mrs. R. C. Baldwin, Miss A. B. Brown, Miss M. H. Brouse, Miss Edna Briethaupt, Mrs. C. W. Bowden, Mr. S. Barr, Mr. & Mrs. E. F. Burchard, Mr. & Mrs. R. P. Boyce, Mr. Walter J. Bossert, Master Ching Bell, Mr. A. N. Bishop, Mr. D. J. Do Boer, Dr. F. L. Barber, Mrs. F. L. Barber, Miss T. Baker, Miss Rose M. Berg, Rev. W. R. Biederwolf, Mr. & Mrs. J. H. Carbin, Mrs. O. F. Campbell, Mrs. F. C. Crush, Mr. Carl G. Clifford, Mrs. A. R. Clifford, Mrs. K. L. Camerik, Major L. Cassel, Dr. C. B. Cooper, Mrs. Etta R. Cotterman, Mr. F. C. Church, Kenneth H. Chatham, Mr. J. Duguid, Rev. Mother Teresa Davenport, Mr. E. R. Dealty, Mr. E. S. Ely, Mr. E. Van Engel, Miss Amy G. Embesley, Mr. & Mrs. N. L. Freeman, Mrs. Geo. H. Fairchild, Mr. Emile Fels, Mr. G. F. Fisher, Sister Berdoline Fitzgerald, Mr. Antonio Garcia, Mr. Joaquin J. Gonzales, Mr. Rafael J. Gonzalez, Mr. Antonio F. Gonzalez, Mr. R. A. Griesel, Mr. J. S. Gubbay, Miss Ester Guanco, Miss E. P. Garrison, Mr. H. C. Hokenman, Hon. Mr. P. H. Holyoak, Miss J. R. Harris, Mr. Geo. Happer, Mr. E. Howard, Miss E. G. Henderson, Mr. A. T. Hancock, Mr. T. P. K. Hoogenboom, Mr. J. D. Haskell, Mrs. G. A. V. Hankinson, Mrs. G. Hogg, Mrs. J. D. Haskell, Miss Mary Jarvis, Mrs. E. L. Jarne, Mr. A. Jenkins, Mr. & Mrs. W. Kilian, Mr. K. Kobayashi, Miss M. Knudson, Miss J. S. King, Mrs. E. C. Knapp, Mr. D. H. Klinefelter, Mr. Chas. E. Kochler, Mr. Th. Knefel, Mr. A. G. Kompf, Mr. O. S. Knudson, Mr. J. S. King, Lieut. Commr. W. E. Lewhead, Mr. & Mrs. Lengelaar, Mr. F. X. Lopez, Mr. & Mrs. L. N. Leefer, Mr. & Mrs. T. Stewart Little, Mr. & Mrs. D. J. Lewis, Mr. A. H. Montgomery, Mr. J. C. Mummar, Miss L. Marshall, Mr. C. W. Martyr, Lieut. H. P. Muddle, Mr. A. L. Moore, Mrs. Martha Jane Mayo, Dr. R. W. Millor, Mrs. A. L. Moore, Mr. & Mrs. H. Mackintosh, Mr. K. A. McLellan, Miss K. McBride, Mr. R. H. McKaig, Mr. J. J. Newcombe, Mr. Jesus Nepomuceno, Mr. Ozaki, Mr. W. G. Owen, Mrs. Owen, Mrs. Olsen, Mr. & Mrs. G. P. Priesen, Mr. A. C. Pearson, Mr. & Mrs. Plummer, Mrs. J. A. Phin, Miss M. A. Pearne, Miss C. Pope, Mr. J. H. Pope, Jr. Mr. B. J. Perkins, Mr. K. Ramaraboyshi, Mrs. Warren Rogers, Miss M. Rogers, Mrs. Russell, Mr. F. V. Reilly, Mr. C. E. Richardson, Col. Samuel Reber, Rev. R. G. Ruano, Mr. A. L. Ryan, Mr. Filiciano Rodriguez, Miss Clara Rosa, Miss C. W. Ryrie, Mr. & Mrs. F. Rehnborg, Capt. & Mrs. P. H. Sherwood, Mr. I. Schlesinger, Miss E. M. Swenson, Mrs. Smith, Mrs. C. B. Strouse, Mrs. Spivack, Mr. W. H. Smith, Mrs. Caroline Spencer, Mr. F. A. Siefert, Mr. A. A. Struby, Mr. O. Mr. Scares, Mr. C. F. Starkey, Mr. W. J. Shenton, Mr. B. E. Starrott, Miss Ana Siquenza, Mr. N. J. Stabb, Miss M. Steger, Miss L. E. Steger, Mr. Geo. Stimmer, Mr. Gurbakhsh Singh, Mr. Jose Salgado, Mr. J. Stewart, F. Mr. Norman Stevenson, Mr. R. J. W. Tatum, Miss Tomlinson, Miss H. Triestman, Mr. & Mrs. J. C. Vickers, Mr. Manuel Velasco, Mr. Santiago Velasco, Mr. Paulino Velasco, Hon. & Mrs. J. C. De Veyra, Mr. J. W. Wallaco, Miss N. C. Weber, Mrs. L. C. Wilson, Mr. H. M. Welles, Capt. C. M. Wood, Mr. S. Walker, Mr. E. K. Warren, Mr. & Mrs. J. E. Wick, Mr. W. F. Wallace, G. W. Weiders, Mr. & Mrs. G. W. Watts, Mrs. H. Woldon, Mr. & Mrs. C. M. Wilhelm, Mr. A. Zyp, Mr. Zehntner, Mr. J. C. Zimmer.

DAIRY FARM NEWS.

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NOTICES

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SPECIALIST IN MENS WEAR NEXT DOOR HONGKONG HOTEL.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph")

CIGARETTE AND TOBACCO FUND.

Sir.—The Committee of the above Fund will deem it a great favour if you will kindly insert this letter in your valuable issue, and at the same time desire to express its thanks for the past favours you have accorded, in publishing its statements and letters of appreciation from some of our gallant lads at the Front, who participated in the enjoyment of Hongkong's efforts to sooth their hardships.

The Fund after 5 years existence has just closed with a balance of \$600 in hand, which was a refund by the British American Tobacco Co. Ltd. as it was unable to utilise the money, the troops for which it was intended being demobilised. It has been decided to appropriate this sum amongst the local Naval and Military services.

Great satisfaction is felt by the Committee, with the result of its operations. \$32,361.87 having been raised, and over 9,000,000 cigarettes and lbs. 200 of tobacco distributed and it is hoped that all those who contributed, and others, are equally satisfied with what has been achieved.

It is the desire of the Committee to express its thanks to and appreciation of the following:—

Mr. William Barker for founding and organising the Fund, and for kindly help and advice he has ungrudgingly given.

All the magnanimous contributors and subscribers who kept the Fund alive, and helped to swell it to its final magnitude, and especially those who gave their mites and thereby deprived themselves.

Mr. D. W. Craddock and the late Mr. C. P. Saver for respectively acting on the origin of the Fund as its Treasurers and Secretaries, and for the excellent work done, and the financial assistance given by them respectively.

Mr. W. A. Dowley for undertaking and so ably performing the duties of Secretary and Treasurer from July, 1915, up to date. Also for organising a very successful canvassing scheme whereby the Fund benefited immensely.

Mr. A. Jenkins for his very valuable services in taking charge of and keeping the books and accounts of the Fund, and attending to the correspondence and rendering full information to the Committee.

The British American Tobacco Co. Ltd. for the special low prices charged for the cigarettes and tobacco, and the great courtesy and consideration accorded to the Committee, and promptly carrying out the deliveries and distributing the cigarettes and tobacco to the troops free of charge. And last but not least the following ladies who devoted much time and zeal in canvassing for the good of the Fund: Mrs. Pentreath, Mrs. Arthur, Mrs. Shenton and Miss Craddock.

The books of the Fund have been kindly audited by Mr. W. J. Morrison, and can be inspected by any one desiring to do so, by first making an appointment with Mr. W. A. Dowley, Room No. 6, New Post Office Building, Top floor, in whose care they are placed.

Yours etc.,

J. H. GARDNER,
J. A. TARRANT,
for the Hongkong Cigarette and Tobacco Fund.

Hongkong, 22nd Sept., 1920.

UNFOUNDED CHARGES.

Sir.—His Excellency the Governor of British North Borneo has cabled us to the effect that the following letter has been received from the Colonial Office by the Chartered Company, and also asks us to give publicity to same through the medium of the Hongkong Press:—

"I am directed by Viscount Milner to acknowledge the receipt of your letter of 15th July and 15th August forwarding a report by the President of the British North Borneo Company on the allegations made against the Company's administration in North Borneo. Lord Milner having perused the Report has caused the Anti-Slavery and Aborigines Protection Society to be informed that in his opinion the charges against the Company's administration have been satisfactorily met and that in these circumstances His Lordship does not propose to take any action in the matter unless and until the Society can produce fresh evidence of a nature which would necessitate further investigation."

We shall be obliged if you will give space to the foregoing in an early issue of your valued paper, for which courtesy we thank you in anticipation.—Yours etc.,

GEO. LIVINGSTON AND CO., LTD.
Agents: British North Borneo Company.
Hongkong, 22nd Sept., 1920.

SHAMEEN SPORT.

NAVAL FOOTBALL VICTORY.

A football match was played at the Shameen Recreation Ground between teams representing H.M.S. Tarantula and the Customs Recreation Club on Tuesday the 21st inst. The Tarantula won by 10 goals to nil, scoring six goals in the first half and four in the second half. After avenging its two previous defeats by the Boys Own Club (1-0, 4-1) by winning the third game 3-0, it was certainly not expected that the Customs team would be so severely beaten. The high score against the Customs team was, however, hardly a fair criterion of the game. Luck was against the boys of the Customs Service. They missed several splendid opportunities to score. Judging by the rattling good game they put up, there is no doubt that when next the two teams meet, the Customs team will give a much better account of themselves.

BANDMAN SEASON.

POWERFUL PLAY TO-NIGHT.

There was not a big audience at the Theatre Royal last night, which is a pity, for one of the best comedies which the Bandman Company have in their repertoire, namely "General Post," was put on the boards.

The members of the Company who took part in this play gave another illustration of their ability to present the humorous side of a comedy to the unstinted appreciation of their audience. The fact of its being a war play certainly did not detract from its powers of appeal to judge by the frequent bursts of applause that rewarded the artistes efforts.

To-night, "The Yellow Ticket" will be staged. This is one of the Company's strongest plays and it should draw a big house.

IF

"THE OUTSIDER"

pleases you
as much as
it pleased us
an enjoyable evening
awaits you at

THE CORONET.

MALARIA.

ITS MEANING—ITS CAUSE—AND ITS CURE.

When Malaria (Mala-aria, bad air) was given its name scientists knew less about it than they do now, otherwise they would have christened it differently. Then the mosquito had a better character than he has to-day, when he is known as the carrier of the malarial germ, as being in fact chiefly, if not solely responsible for the existence of this disease. So long as there are mosquitoes so long will they continue to spread the malarial poison. And once this poison gets into the blood it is only through the blood that it can be eliminated.

From every malaria-infested country proof has come that Dr. Williams' pink pills are the one means by which Malaria can be speedily and thoroughly expelled. Whilst cleaning the blood this world-famous remedy creates new red corpuscles to take the place of those which the germs have destroyed, and thus restores health.

Not malaria only, but most forms of disease consequent upon weak or impure blood, have been cured in almost countless instances by Dr. Williams' pink pills for pale people. Anaemia, Debility, Nervous Exhaustion, Indigestion, Rheumatism, and the ailments peculiar to ladies are among the maladies they are curing every day. Obtainable everywhere, or direct from the Dr. Williams' Co., 96 Szechuen Road, Shanghai, at \$1.50 the bottle, \$8 for six bottles, post free. To-day is the best day to commence your own cure.

"OLE BILL" FIRED.
Captain Bruce Bairnsfather, of "Ole Bill" cartoon fame, was a defendant at Bow-street Police-court recently. He was summoned for driving his motor-car along Constitution-hill at an excessive speed, and for failing to stop when signalled to do so by the police. He did not appear. Fines amounting to £5 10s. were imposed.

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Queen's Building, 5, Chater Road

JUNK CAPSIZES.

TWO CHILDREN MISSING.

In a sharp squall which occurred yesterday near Capstern a passenger junk, carrying a crew of eleven and four passengers, capsized, whilst on the way to Cheung Chau from Tai-ping. Fortunately the vessel did not completely sink but was left awash, which fact enabled most of the crew and the four passengers to save themselves by clinging on to the upper part of the junk. They were rescued some hours later by the No. 2 Police launch, which, fortunately for them, was cruising in the locality.

The master's wife and one child, who were imprisoned in the hold, were rescued by the crew of the launch who broke open the hatch. The other two small children of the master of the junk are missing and are believed to have been drowned.

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Plymouth (Coates & Co.)

Bois Dry Gin (London Style)

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18, Queen's Road Central.

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HONGKONG TO VANCOUVER

via Shanghai, Nagasaki ("Mojji" Kobe & Yokohama).
Steamers. From Hongkong. Due Vancouver.

Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 15	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Japan	Jan. 13	Jan. 31
Empress of Asia	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 23

Passengers to Europe are directed to determine the exact date of the Atlantic sailing desired prior to, and as far as possible, their departure from the Orient. Traffic conditions on the Atlantic are as reported at the Pacific Atlantic Conference can be arranged by letter or cable for all passengers to Europe. Freight rates from Montreal to Liverpool, London and Glasgow. Passage orders covering all such requirements will be issued here.

For Fares and other information, please apply to:
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ALSO

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FOR SAN FRANCISCO.

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S.S. "LAKE PAUL" Friday September 24th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

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TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.

DOLLAR
LINESAILINGS FROM HONGKONG FOR
NEW YORK VIA VANCOUVER.

STEAMERS.	SAILING DATE.
"MELVILLE DOLLAR"	OCT. 15TH. VIA PANAMA.
"HAROLD DOLLAR"	OCT. 25TH. VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOORTEL. 795.
792.

SAILING DATES.

EUROPE, U.S.A., ETC.

R. of Asia	C. P. O. S.	Sept. 23
Khiva	P. & O.	Sept. 25
Atlas M.	O. S. K.	Sept. 25
West Himrod	S. & D.	Sept. 27
Arabia M.	O. S. K.	Sept. 27
Van Waeeyck J.C.I.L.		Sept. 28
Korea M.	T. K. K.	Sept. 30
Katori M.	N. Y. K.	Sept. 30
Eledtu P.	S. T. Co.	Oct. 1
Tosa M.	N. Y. K.	Oct. 1
Changsha	B. & S.	Oct. 1
Hungaria	D. & S.	Oct. 3
Emmylyus	B. & S.	Oct. 3
Tottori M.	N. Y. K.	Oct. 3
Tamba M.	N. Y. K.	Oct. 4
C. of Dunkirk	B. L.	Oct. 5
Tyndarus	B. & S.	Oct. 5
St. Albans	P. & O.	Oct. 6
W. Hapburn	R. D. Co.	Oct. 6
Nankin	P. & O.	Oct. 8
Tajima M.	N. Y. K.	Oct. 8
Baarn M.	J. C. J. L.	Oct. 8
Stanton	B. & S.	Oct. 8
Harold D.	R. D. Co.	Oct. 9
Madison	F. W. & Co.	Oct. 10
Titan	B. & S.	Oct. 10
Morioka M.	N. Y. K.	Oct. 12
Helenus	B. & S.	Oct. 12
Vinita	L. A. Co.	Oct. 13
Eldena	P. S. Co.	Oct. 13
Melville D.	R. D. Co.	Oct. 13
Mishima M.	N. Y. K.	Oct. 13
Matoppo	B. L.	Oct. 13
West Ira	R. D. Co.	Oct. 15
Pelous	B. & S.	Oct. 19
Nikko M.	N. Y. K.	Oct. 20
Tencer	B. & S.	Oct. 20
E. of Russia	C. P. O. S.	Oct. 21
Keemun	B. & S.	Oct. 21
Tydeus	B. L.	Oct. 21
Monteagle	C. P. O. S.	Oct. 26
Tenyo M.	T. K. K.	Oct. 28
Dakar M.	N. Y. K.	Oct. 29
Wakasa M.	N. Y. K.	Oct. 29
Jason	B. & S.	Oct. 31
Teiresias	B. & S.	Nov. 3
W. Hixton	L. A. Co.	Nov. 4
Nile	C. M. Co.	Nov. 6
Ixion	B. & S.	Nov. 12
C. of Naples	B. L.	Nov. 15
Shinyo M.	T. K. K.	Nov. 22
Atreus	B. & S.	Nov. 23

JAPAN, COAST PORTS, ETC.

Hopsang	J. M. Co.	Sept. 23
Sunning	B. & S.	Sept. 23
Kanchow	B. & S.	Sept. 23
Haihong	D. L. Co.	Sept. 24
Taksang	J. M. Co.	Sept. 24
Kwaisang	D. L. Co.	Sept. 25
W. Henshaw	S. & D.	Sept. 25
Yingchow	B. & S.	Sept. 25
Kaifong	B. & S.	Sept. 26
Kwongsang	J. M. Co.	Sept. 26
Tjimonok	J. C. J. L.	Sept. 27
Cheongshing J. M. Co.		Sept. 28
Luchow	B. & S.	Sept. 28
Szechuen	B. & S.	Sept. 28
Kirin M.	N. Y. K.	Sept. 28
Kueichow	B. & S.	Sept. 29
Tungshing	J. M. Co.	Sept. 29
Yashing	J. M. Co.	Sept. 30
Fookshing	J. M. Co.	Sept. 30
Kitano M.	N. Y. K.	Sept. 30
Haiyang	J. C. J. L.	Sept. 30
Sinkiang	B. & S.	Sept. 31
Tomira M.	N. Y. K.	Oct. 3
Yatorofu M.	N. Y. K.	Oct. 7
E. Crown	S. & D.	Oct. 14
Aki M.	N. Y. K.	Oct. 16
Hokuto M.	D. & Co.	Oct. 19
L. Paulb	P. M. Co.	Oct. 24

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 6th.

"WEST IRA"

Sailing on October 15th.

THE ROBERT DOLLAR CO.

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Gen. P. O. Bldg.

3rd Floor.

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SAIGON
SAMARANG

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REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U.S.S.B. "CLYMONT"

Sailing on September 25th.

U.S.S.B. "LAKE FARRAR"

Sailing on October 1st.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

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"ICONIUM" About Oct. 5th.

For PORTLAND direct.
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Through Bills of Lading issued to OVERLAND COMMON PORTS.

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SERVICE TO UNITED STATES.

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Via PANAMA.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
KOREA MARU	30,000	Sept. 30th.
SIBERIA MARU	30,000	Oct. 12th.
TENYO MARU	32,000	Oct. 23th.
SHINYO MARU	32,000	Nov. 23rd.
PERSIA MARU	9,000	Dec. 2nd.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
KIYO MARU	17,200	Jan. 10th.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

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15,000 tons. 11,000 tons. 10,000 tons.

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SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

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Sept. 24th. Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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Operating Baltimore via Panama Service to the Far East.

TO MANILA & SINGAPORE.

"WEST HENSHAW" 25th September.

To SAN FRANCISCO & SEATTLE.

"WEST HIMROD" 27th September.

To CUBA, NEW YORK & BALTIMORE.

"CHIPCHUNG" 29th September.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

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PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
Owners option.

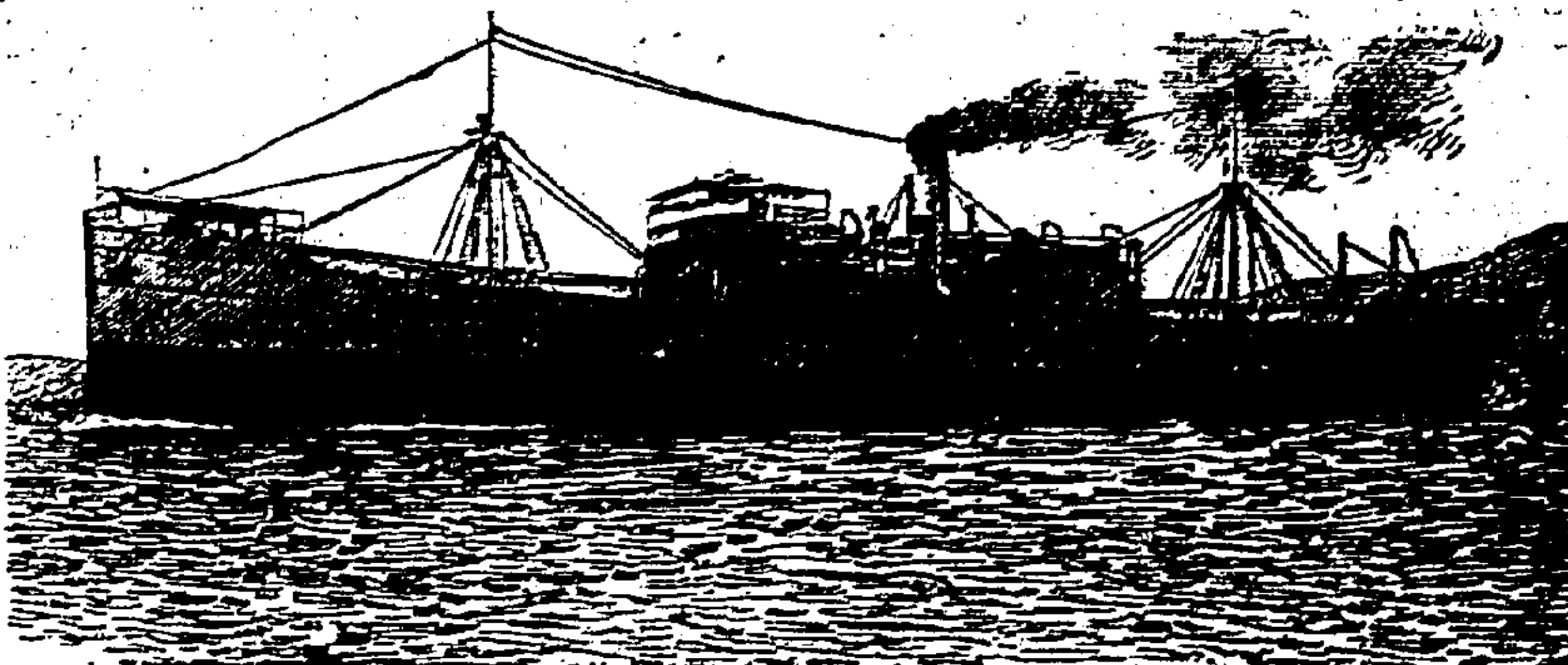
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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 tons gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KHIVA	9,000	25 Sept. d light.	M'les. London & Antwerp.
NANKIN	6,900	8th Oct.	M'les. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KANOWNA	7,000	23 Sept. noon	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,300	6th Oct.	

Omits Sandakan.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KANOWNA	7,000	23 Sept. noon	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,300	6th Oct.	

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
TORILLA	5,200	3rd Oct.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Mailing not more than 50 lbs. X 1 1/2 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

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22, Des Voeux Road Central. Agents.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'ung, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... Thursday, 14th Oct., at 11 a.m.
(Omitting Keelung and Shanghai.)

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct., at noon.
MISHIMA MARU ... Friday, 15th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.
DAKAR MARU ... Friday, 29th October.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.
TOTORI MARU ... Sunday, 3rd October.

WAKASA MARU ... Friday, 29th October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez.
MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama.
CALCUTTA MARU ... Sailing from Kobe 25th September.

SOUTH AMERICAN PORTS via Cape.
TOSU MARU ... Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO via Singapore.
YETOROFU MARU ... Thursday, 7th October.

CALCUTTA & RANGOON via Singapore & Penang.
TOMINEA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KIRIN MARU ... Tuesday, 28th September.

KITANO MARU ... Thursday, 30th Sept., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjmanoeck	Java	in port	25th Sept.	Yokohama.
Maifang	Java	23rd Sept.	30th Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjmanoeck	Java	in port	25th Sept.	Yokohama.
Maifang	Java	23rd Sept.	30th Sept.	Java.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

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York Buildings.

Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners' option.

VIA SUEZ.

S.S. "MUNCASTER CASTLE"

about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agent.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "HOKUTO M." sailing on or about 19th Oct.

S.S. "BORNEO M." sailing on or about 30th Oct.

For JAVA, S.S. "SAMARANG M." sailing on or about 10th Oct.

OCEAN TRANSPORT CO., LTD.

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Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

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HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

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Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 19	S.S. VINITA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

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HONGKONG OFFICE:

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CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Takao	Fri., 24th Sept. at 3 p.m.
STRAITS & Calcutta	Kwaishang	Sat., 25th Sept. at 3 p.m.
SHANGHAI via Swatow	Kwaishang	Sun., 26th Sept. at d'light.
TIENTSIN	Cheongshing	Tues., 28th Sept. at d'light.
STRAITS & Calcutta	Fooksang	Thurs., 30th Sept. at 3 p.m.
KORE	Yatshing	Thurs., 30th Sept. at 3 p.m.
SHANGHAI	Tungshing	Wed., 29th Sept. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about 25th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "FOOKSANG" will be despatched on or about 30th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA, CEBU & ILOILO	Taming	25th Sept. at 4 p.m.
PAKHAI & HAIPHONG	Kaifong	25th Sept. at 9 a.m.
SHANGHAI & TSINGTAO	Yingchow	25th Sept. at 4 p.m.
SWATOW & BANGKOK	Luchow	28th Sept. at 10 a.m.
AMOY, SHAI & PUKOW	Szechuen	28th Sept. at 10 a.m.
WWEI, C'FOO & TIENTSIN	Kueichow	29th Sept. at 4 p.m.
SHANGHAI	Sinkiang	30th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Sept., 23, 1920.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. C. Passmore	FRI., 24th Sept. at 2 p.m.
Hailong	J. S. Thomson	TUES., 28th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	5th Oct.
"CITY OF DUNKIRK"	via Suez	24th Nov.
"TYDEUS"	via Panama	3rd Dec.
"CITY OF AGRA"	via Suez	20th Dec.
"HOME"	via Suez	

* Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The T. K. K. KOREA M. arrived yesterday from San Francisco with 1,191 tons of steel and merchandise for Hongkong and 331 tons of hemp, beer and merchandise for through ports. She had 92 cabin passengers and 163 deck. She brought 124 bags of mail.—Mooring A 2.

From Sourabaya and Sandakan the O.S.K.'s SOURABAYA M. delivered yesterday afternoon here 24 tons of iron. She had a through cargo of 4,485 tons of sugar, etc.—Mooring B 31.

The LAKE FAULK, a U.S.S.B. vessel operated by the Pacific Mail Steamship Co., arrived this morning from Swatow with 161 tons of general merchandise for Hongkong.—Mooring C 38.

The Russian Volunteer Fleet's TOBOLSK consigned here from Canton 55,806 piculs of melon seeds.—Mooring C 40.

The HANYANG arrived yesterday afternoon with 155 tons sugar and 100 tons of general cargo from Iloilo.

CLEARANCES AND DEPARTURES.

The s.s. TERESIAS sails at 4 p.m. to-day for Shanghai with through cargo.

The s.s. VALLEJO left at 5 p.m. yesterday under ballast for Tarakan.

The HOP SANG departed at daylight to-day for Tsingtau, via Swatow and Shanghai with a thousand tons of cargo.

The BENAVON left at 8 a.m. to-day for Yokohama with through general cargo.

The EMPRESS OF ASIA left at noon to-day for Vancouver with general cargo.

The SUNNING departed at noon to-day for Shanghai with 200 tons.

The TAISHIN MARU departed this afternoon for Chiuwang-tao with 60 tons.

The KIUKIANG leaves for Manila and Iloilo at 5 p.m. with 2,200 tons.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd August, and is expected here on the 10th October.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 12th, and is due in Hongkong September 25th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 23rd September.

The N. Y. K. s.s. KIRIN M. (Calcutta Line) left Calcutta for this port direct on the 13th Sept. and is expected here on the 27th September.

The s.s. TEIRESIAS (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 22nd inst.

The s.s. MATTAWA arrived at Moji on 20th Sept., leaves there 20th Sept., and is due at Shanghai on 23rd September.

The T. K. K. s.s. SHINYO M. arrived at Yokohama on the 20th instant, and sails on the 22nd instant for Honolulu and San Francisco.

The T. K. K. s.s. ANYO M. arrived at Yokohama on the 19th instant, and sails on the 23rd instant for South America via Honolulu and San Francisco.

The L. B. s.s. TANDA left Moji for this Port on the 21st instant at morning and is due here on the 25th inst. at about morning.

The P. & O. s.s. KHIVA left Shanghai for this Port on the 21st instant at 2.30 p.m. and is due here on the 24th instant at about 6 a.m.

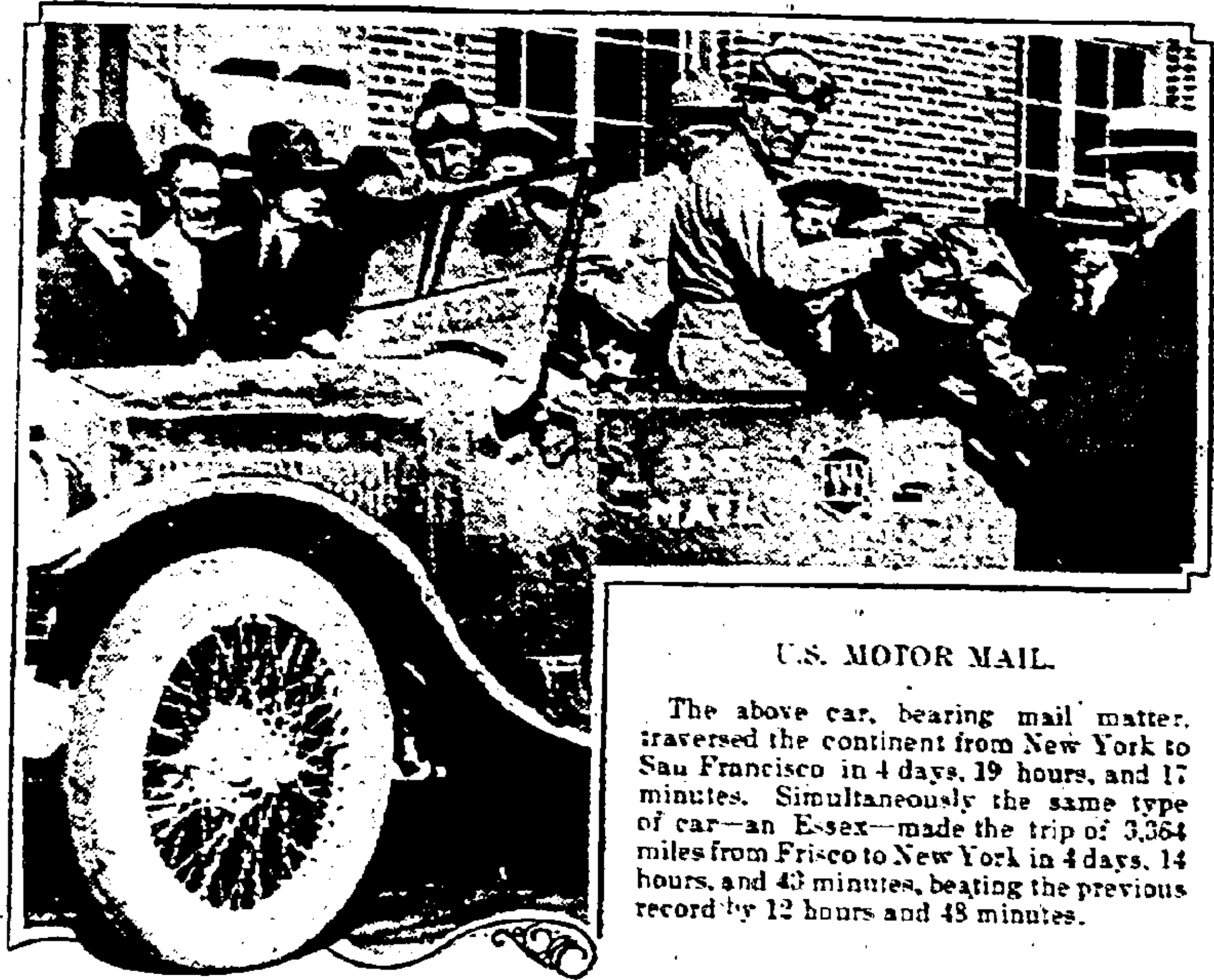
The N. Y. K. s.s. TAJIMA M. (American Line) left Kobe for this port via Nagasaki & Shanghai on

TO-DAY'S PICTURES.



PRINCE CAROL IN AMERICA.

Crown Prince Carol of Rumania, who recently visited Hongkong, is here seen chatting with two young ladies in San Francisco.



U.S. MOTOR MAIL.

The above car, bearing mail matter, traversed the continent from New York to San Francisco in 4 days, 19 hours, and 17 minutes. Simultaneously the same type of car—an Essex—made the trip of 3,364 miles from Frisco to New York in 4 days, 14 hours, and 43 minutes, beating the previous record by 12 hours and 48 minutes.



GENERAL WRANGEL.

Above is a recent photo of the anti-Bolshevik leader.



"TED" RAY.

Edward Ray, the British golfer, who recently won the open golf championship of America. This is the first time since 1909 that any other than an American has held the title.



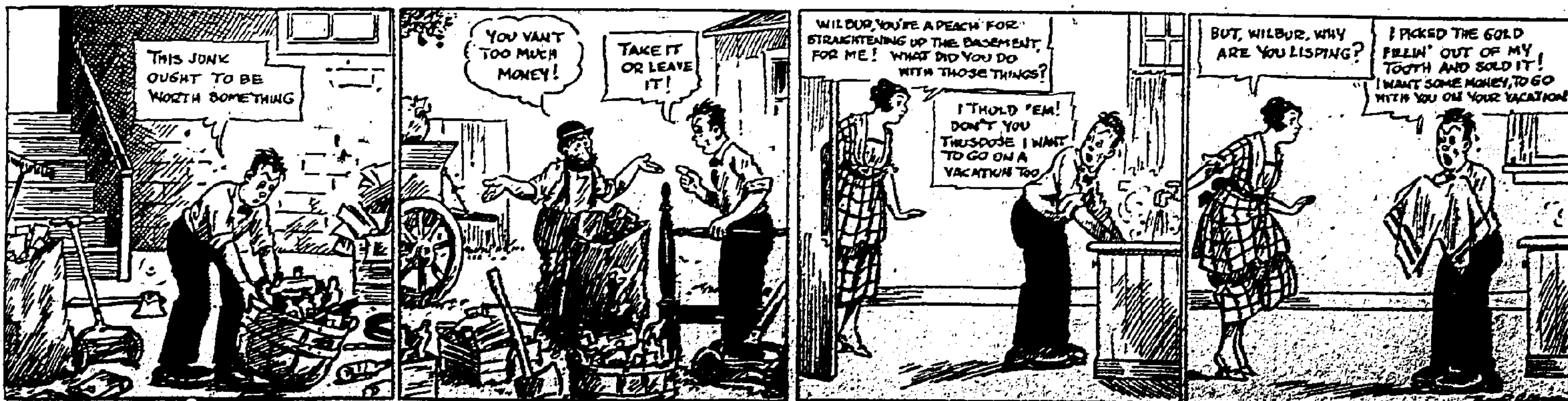
60-CENT SUIT.

Here is one of the German-made paper suits now selling in New York at 60 cents each. What happens in the rain we don't know!

DOINGS OF THE DUFFS.

Wilbur Has a Hard Time Raising Funds.

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.
HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	NICE
BARCELONA	HAMBURG	PARIS
BERLIN	HAVRE	PETROGRAD
BORDEAUX	KOBE	ROTTERDAM
BREMEN	LIVERPOOL	ROME
BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	SHANGHAI
CHRISTIANIA	MANILA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTREAL	VALPARISO
GENOA	NAPLES	YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAW

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PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

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Credit Information, Market and Trade Reports.
Financing of Imports and Exports
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Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Taels and Yen currencies.
YOUR ACCOUNT IS INVITED.

C. H. BENSON.

MANAGER.
Hongkong.

WHEN STRIKES WERE
TREASON.AN "INCIDENT" OF
AUGUST, 1820.

"Historical" writes in the *Weekly Scotsman*:—A Century elapsed on August 4th of this year since the last conviction recorded in Scotland for high treason was carried into effect. A special Commission of Oyer and Terminer was opened at Stirling in June, and continued at intervals till August, which resulted in 22 men being capitally convicted: but only the two principals, Hardie and Baird, suffered a traitor's death. This took place on 8th September, the last instance of the supreme penalty being inflicted in Britain for high treason, with the exception of the man shot in the Tower two years ago, which, however, cannot be placed in the same category. Special Commissions were also held at Paisley, Dumfries, Ayr, and Glasgow. An old man was found guilty at the latter place, and was executed on August 30th. He was James Wilson, who acquired the sobriquet of "Purdie Wilson," as the inventor of the "purdie stitch." Previous to the cases in 1820, the only other instances since the Union in 1707 were the trials of Watt and Downie in 1794. All the formalities of English procedure are observed at a trial for treason. A grand jury—23—are first empanelled, who return true bills of indictment, and the investigation subsequently takes place before a petty jury composed of twelve persons, who must return a unanimous verdict.

WEAVERS ON THE WAR PATH.

The crime for which these three men forfeited their lives was a rising in the true Irish sense "agin the Government." This was to compel George IV. and his advisers to change their measures. Considerable discontent had for some time manifested itself among the Radical weavers of Glasgow in the West of Scotland. On Saturday evening, 1st April, a treasonable address was posted throughout the city to cease work. The manifesto commenced in somewhat high-sounding language:—"Friends and countrymen, roused from that torpid state in which we have been sunk for so many years, we are at length compelled from the necessity of our sufferings to

contempt heaped upon our petition for redress to assert our rights at the hazard of our lives." The address was the subject of comment in Glasgow on Sunday. Dr. Chalmers, who was then minister of St. John's Church, Gallowgate, concluded an impressive prayer at the forenoon diet "against the horrors of civil war apparently approaching us in this town."

On Monday all the manufacturing shops were closed, and business was at a standstill. The weavers formed themselves into companies, and paraded the streets. Great alarm prevailed among the law-abiding citizens, but the authorities had meanwhile taken ample measures to cope with any emergency, as upwards of 5000 troops—infantry, dragoons, and artillery—had been drafted into the town. The Magistrates issued a proclamation requesting the inhabitants to be in their houses by 7 p.m., while strangers were enjoined to withdraw from the city at the same hour. A number of meetings were held by the Reformers in the West during the day, at which it was reported a general rising had taken place in England, and in the South of Scotland; also, the mail coaches had been seized. Believing the news authentic, a band of between thirty and forty persons, armed with guns and spikes, under the leadership of Hardie, set out to combine with other forces which it was supposed were marching on Glasgow. The little party reached Condorlat, a village in Dumfriesshire, where it was divided into two sections. Baird taking command of the other division, which proceeded in the direction of Falkirk. Various houses were plundered en route in search of arms and ammunition. Near Camelon a gentleman of the Kilsyth cavalry was ordered to hand over his gun. This he positively refused to do, although he said they were welcome to its contents. A private of the Hussars, carrying dispatches from Stirling, was also encountered when again an endeavour was made to take possession of his arms. The Hussar, however, convinced that he agreed with their political principles, and he was allowed to go.

SMOTHERED OUT.

When Camelon was reached it was found their expectations of a rebellion had not materialised, and they resolved to return home.

James Wilson belonged to Strathaven, and had identified himself with the political martyrs of 1793. Under his leadership a small band of Reformers left his house with the intention of participating in the revolt at Glasgow. A flag was displayed which bore the motto, "Scotland Free or Scotland a Desert." They were armed with muskets and pikes, while Wilson, in all the paint of battle, marched at their head with a drawn sword in hand. When near Kilbride, they were informed Glasgow was now quiet. Reluctantly this warlike little band resolved to discontinue the march, probably congratulating themselves on the valour they had shown.

Insurrections of a minor nature broke out at other places, but were easily subdued. Every effort was made to trace the author of the treasonable notice at Glasgow, even although a reward of £500 was offered to secure a conviction. Upwards of a hundred weavers were arrested on a charge of treason by the military, and the so-called rising practically exhausted itself. The jail at Glasgow was taxed to its utmost, and a number of prisoners were escorted to Greenock by the Port-Glasgow Volunteers. On the return journey they were attacked by a mob, but at once retaliated by opening fire, four of the rioters being killed.

TREASON'S BARBAROUS
PENALTY.

The abolition of the Forfeiture Act of 1870 in England annulled the barbaric judgment which follows a conviction for high treason, but in Scotland to this day, the punishment is still as severe and revolting as when the strife of parties involved the fate of the dynasty, a conviction demanding, in addition to the offender being hanged, drawn, and quartered, corruption of the blood, and forfeiture of all goods and gear.

In this connection students of history will perhaps recall the singular case of James Robertson, of Kinross, who was a zealous Jacobite, and who had been "out" in the '45—for which he was confined in the Tolbooth of Edinburgh. When there he showed signs of mental derangement, and, being quite harmless, was liberated. He had, however, one peculiar wish, which was not easy to gratify: this was to be hanged, drawn, and quartered, as a deadly foe to the reigning sovereign. It was in vain he toasted the health of the Pretender across the water, and shouted "treason" on the streets, in order to be arrested as a rebel.

He was some time afterwards imprisoned for debt, but even after this was paid by his friends, he simply refused to go free until he had been served with an indictment for high treason. The prison officials then resolved on an act of strategy. One morning two officers of the Town Guard appeared in his cell with the joyful tidings that the Judges of the Justiciary Court were in waiting to proceed with his long-deferred trial. Robertson at once accompanied them to the Tolbooth door, and after getting him safely outside, the door was promptly locked, in case he should endeavour to force an entrance. He lied at Edinburgh in 1830, retaining to the last his allegiance to Stuart cause, also boasting that his long cherished wish of departing this life with the help of the hands of the hangman had not been realised.

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ASTHMA, INFLUENZA,
NASAL CATARRH, OR
ORDINARY COUGH.

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UNCLAIMED-TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—
Dalmatag Kremlin, from Shanghai.
William Dupee Transport
President Grant c/o American
Consulate, from Tokyo.
Linchingkee, from Amoy.
Bashkoff Passifio Commercial
Company Tobolsk, from Valdivos-
tock.
Focksangloong, from Shanghai.
Tokaihang, from Shanghai.
Yuetai, from Shanghai.
Brandenburg Turkvoki, from
Vladivostok.
Retransmitted, from Yoko-
hama Maynard Munger Watch-
man Steamship Colombia, from
San Francisco.

N. LUND.

Act. Superintendent,
Hongkong, Sept. 16, 1920.

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.
Institutes, from Manchester.
Koli, from New York.
Santra, from Shanghai.

M. E. F. AITREY.

Superintendent,
Hongkong, Sept. 16, 1920.

WATER RETURN.

Level and Storage of water in
Reservoirs on Sept. 1, 1920.

CITY AND HILL DISTRICT WATER
WORKS LEVEL.

Reservoir	Level	Area
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

Reservoir	Level	Area
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00

KOWLOON WATERWORKS LEVEL.

Reservoir	Level	Area
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
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Reservoir	Level	Area
Adair	100.00	1.00
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Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00
Adair	100.00	1.00

A. H. HOLLINGSWORTH.

Water Authority.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

From	To	Time
7:00 a.m.	8:00 a.m.	Every 15 min.
8:00 a.m.	9:00 a.m.	Every 15 min.
9:00 a.m.	10:00 a.m.	Every 15 min.
10:00 a.m.	11:00 a.m.	Every 15 min.
11:00 a.m.	12:00 p.m.	Every 15 min.
12:00 p.m.	1:00 p.m.	Every 15 min.
1:00 p.m.	2:00 p.m.	Every 15 min.
2:00 p.m.	3:00 p.m.	Every 15 min.
3:00 p.m.	4:00 p.m.	Every 15 min.
4:00 p.m.	5:00 p.m.	Every 15 min.

NIGHT CARS.

From	To	Time
8:00 p.m.	9:00 p.m.	Every 15 min.
9:00 p.m.	10:00 p.m.	Every 15 min.
10:00 p.m.	11:00 p.m.	Every 15 min.
11:00 p.m.	12:00 a.m.	Every 15 min.

SATURDAYS.

EXTRA CAR 12 M. MIDNIGHT.

SUNDAYS.

From	To	Time
7:00 a.m.	8:00 a.m.	Every 15 min.
8:00 a.m.	9:00 a.m.	Every 15 min.
9:00 a.m.	10:00 a.m.	Every 15 min.
10:00 a.m.	11:00 a.m.	Every 15 min.
11:00 a.m.	12:00 p.m.	Every 15 min.
12:00 p.m.	1:00 p.m.	Every 15 min.
1:00 p.m.	2:00 p.m.	Every 15 min.
2:00 p.m.	3:00 p.m.	Every 15 min.
3:00 p.m.	4:00 p.m.	Every 15 min.
4:00 p.m.	5:00 p.m.	Every 15 min.

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

BY ARRANGEMENT OF THE COMPANY'S OFFICE.
HONGKONG TELEPHONE, 1239.

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N. E. MULLEN,

Acting Manager.

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(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)

Authorized Capital, \$50,000,000.00
Paid up Capital, 12,279,800.00
Reserve Funds, 3,197,400.00

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HONGKONG BRANCH: 30/31

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and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.

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Provincial and Union Bank
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Terms on application.

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For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI

Manager.

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Undivided Profits over \$400,000

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Mr. Li Kwo Chun, Mr. Ma Ching Kwo,
Mr. Pong Fung Sze, Mr. Wong Yee Tsing,
Mr. K. K. Kwok, Mr. Chan Ching Shun,
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For 12 months at the rate of 5 per cent. per annum.

KAN TONG PO,

Chief Manager.

Hongkong, February 1st, 19

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Deposits bear interest at Rates
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J. USING LY,

Hongkong, 7th July, 1919.

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Obtainable at all Stores.

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stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

Shanghai—Per SZE HUN, 24th
Sept.
Shanghai—Per KHIVA, 24th
Sept.
Japan—Per TANDA, 25th Sept.
Calcutta—Per KIRIN M., 27th
Sept.
Straits—Per KITANO M., 29th
Sept.
Japan and Shanghai—Per
TAJIMA M. 1st Oct.

OUTWARD MAILS.

TO-MORROW.

Straits, Bangkok, Ceylon, Mauri-
tius, S. Africa, L. Marques,
India via Dhanushkodi,
Bombay, Aden, Egypt &
*EUROPE via MARSEILLES
—Per KHIVA, Reg. 5 p.m.
Letters 5 p.m.
Philippine Islands—Per TAK
SANG, 2 p.m.
Japan via Yokohama—Per
TJIMANOCK, 5 p.m.
Swatow, Amoy & Foochow—Per
HAIHONG, 1 p.m.
Shanghai, N. China, Japan via
Nagasaki, Canada, United
States, Central & S. America
& *Europe via S. Francisco
—Per CHINA, Reg. 9.45 a.m.
Letters 10.30 a.m.

SATURDAY, 25TH SEPT.
Swatow, Amoy & *North
China—Per KWONGSANG,
5 p.m.
Amoy & *Philippine Is.—Per
TAMING, 3 p.m.
Straits, Bangkok, Ceylon, Mauri-
tius, S. Africa, L. Marques, India
via Dhanushkodi, Bombay, Aden,
Egypt & *EUROPE via MARSEILLES
—Per KHIVA, Reg. 5 p.m.
Letters 5 p.m.

Straits, Bangkok, Calcutta &
Aden—Per KWANGSANG,
2 p.m.
Shanghai—Per KWONGSANG,
5 p.m.
Hoihow, Pakhoi & Haiphong—
Per KAPOONG, 3 a.m.
Shanghai and North China—Per
YINGCHOW, 5 p.m.
Saigon, Straits, Bangkok,
Ceylon, Mauritius, L.
Marques, S. Africa, India
via Dhanushkodi, Aden,
Egypt & Europe via Marseille.
—Per PAUL LECAT,
Reg. 2.45 p.m. Letters 3.30
p.m.

SUNDAY, 26TH SEPT.
Swatow and *Straits—Per
CHENGTO, 9 a.m.
MONDAY, 27TH SEPT.
Philippine Islands, Formosa via
Keelung, *Shanghai, N. C.
Japan via Nagasaki,
Canada, *United States,
Central and South America
& *Europe via Victoria B.C.
—Per ARABIA MARU, Reg.
9.45 a.m. Letters 10.30 a.m.

TUESDAY, 28TH SEPT.
*Swatow & *Bangkok—Per
LUCHOW, 9 a.m.
Swatow, Amoy and Foochow—
Per HAILONG, 1 p.m.
Amoy, Shanghai & *North
China—Per SZECHUEN,
9 a.m.

WEDNESDAY, 29TH SEPT.
Weihaiwei, Chefoo & Tientsin—
Per KUEICHOW, 3 p.m.
THURSDAY, 30TH SEPT.
Shanghai, N. C. Japan via Naga-
saki, Honolulu, Canada
United States, Central & S.
America & *Europe via San
Francisco—Per KOREA M.,
Reg. 9.45 a.m. Letters 10.30
a.m.

Shanghai and N. China—Per
SINKIANG, 11 a.m.
Shanghai, N. China and Japan
via Kobe—Per KITANO M.,
10 a.m.
Philippine Islands, Formosa via
Keelung, *Shanghai, N.
China, Japan via Nagasaki,
Canada, United States, C.
& S. America & *EUROPE
via Victoria—Per KATORI
MARU, 10 a.m.
*Correspondence bearing vessels
name only.

WEATHER REPORT.

Sept. 23d, 11h. 33m.—No re-
turns from Japan and Indo-China.
Pressure has decreased consider-
ably at Vladivostok, and increased
moderately at Weihaiwei;
other changes are slight. The
typhoon of the China Sea has
entered the coast and is filling
up; the typhoon of the Pacific is
situated in Lat. 15° N. Long. 135°
E., moving W.N.W.
Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
1.93 inch. Total since January
1st, 92.73 inches, against an
average of 73.73 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.
District Forecast.
E. & N.E.
winds,
fresh;
fair to
cloudy,
occasional
rain.
The same
as No. 1.
2 Formosa Channel
The same
as No. 1.
3 South coast of
China between
H.K. & Hainan.
The same
as No. 1.
4 South coast of
China between
H.K. & Hainan.
The same
as No. 1.
C. W. JEFFRIES, Director.
H.K. Observatory, Sept. 23.

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	29.80	29.84
Temperature	84	86
Humidity	74	91
Wind Direction	E.	E.
Wind Force	4	3
Weather	o	op
Rain	0.18	0.00
Highest open air	Temperature on the	22nd 84
Lowest open air	Temperature on the	23rd 76
H.K. Observatory, Sept. 23, 1920.		
C. W. JEFFRIES, Director.		

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IN

"TOUGH LUCK"

PATHE'S BRITISH GAZETTE.

TO-DAY at 7.15 p.m.

THE DOLLY SISTERS

IN

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5 Parts.

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TO-NIGHT!

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Far Easterns	20
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China Fires	128
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Sugars	219
Malabons	55
Mining.	
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Centrals	112
H.K. Hotels	141
H.K. Lands	115
H. Phillips Est.	8
K. Loan Lands	37
L. Reclamations	140
West Points	52
Cotton Mills.	
Ewos	569
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Lee Kung Mows	—
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Yangtzeboos	30
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NOTICES.



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Hongkong, Sept. 23, 1920.